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EKTACHROME: MARK MAUTNER

BANGOR & AROOSTOOK GP38 No.301 was outside the shop of rebuilder Metro East Industries in East St. Louis, Ill., on April 20, 1996, awaiting shipment to New England. The first locomotive for IronRoad Railway's BAR, No.300, had left on April 10. Note the BAR shield under the cab window. A similar scheme has been applied to GP40s for another IronRoad operation, the Canadian American, using CPR tuscan instead of dark blue (see June 1996 RAILNEWS, page 3). BAR's entire fleet of GP38s and GP7r's will be rebuilt.

KODACHROME: JIM COTTONE

Railnews

FUJICHROME COLIN MARSDEN

KCS "TUNNEL MOTOR" 4500, leased from Helm, was in Council Bluffs, Iowa, in April 1996. The unit, originally SP 9180, is one of ten rebuilt SD45T-2s with microprocessors from MK Rail. See RAILNEWS.

WISCONSIN CENTRAL painted the first loco for its English, Welsh & Scottish lines in the U.K. The 37057 *Viking* (left) was just out of Totton shops on April 23, 1996. The Class 37s are the "Alco PA's" of England. See RAILNEWS.

THE OLYMPIC TORCH RELAY deadheaded over SP's Beaumont Hill at Hinda, Calif., on April 30th (**below**). "Georgia green" SD40-2s 1896 and 1996 had the UP train and cauldron car in tow. See RAILNEWS.

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From the Publisher's desk: A photographic revolution

In an era now long past you could walk into any drugstore or stationers and get roll film for your camera in the popular 116, 120 or postcard size. Design changes saw spool sizes get smaller and 116 and 120 became 616 and 620, and smaller sizes such as 127 and 828 also became popular. Camera shops had an infinite supply of odd film sizes and cut film. As cameras miniaturized, the postcard size and 116/616 disappeared. Leica and Argus spearheaded the 35mm revolution leading to today's Canon and Nikon.

The 35mm camera popularized color slides, notably Kodachrome — still the odds-on favorite for railfans and railfan meeting entertainment. However, supermarkets and drug stores don't carry much slide film any more. You'll rarely find anything but color print film except in camera stores — and even here you may not always find the particular film brand you like best. Color print films, like the snapshots of old, are easy to use and require little storage. The prints come in an envelope, and hopefully you'll mark the package with subject matter and dates.

Many railfans leave their slides in the little yellow boxes because of the cost and bulk of the 80- or 140-slide trays. Presenters preparing a show have to load slides into trays from the little yellow boxes and perhaps later return them.

Digitalization may change that. Kodak has developed a CD ROM disk which holds up to 100 color slides (or color and black & white negatives). The charge for putting each slide on a disk is about $2.00, or $1.00 if you have the Photo CD disk made while you're having the slides processed. Most fans would prefer to send processed slides, since this permits culling out unwanted slides for a specific program. You can add music and narration to the CD ROM after it is returned. Each Photo CD disk includes a small numbered Thumbnail Print of each slide on the disk for speedy reference. It is possible to program a disk to show slides in any desired sequence.

To prepare a program, it is easiest to transfer Photo CD images to video tape, providing opportunity to edit and narrate for any particular group. Such tapes can later be copied. Many organizations and meeting halls now have video projection equipment available. The quality compared to projected original slides is not yet as crisp but is acceptable.

Electronic imaging is still some years away for most railfans, but it permits blending of slides and prints into a compact storage form for easy retrieval. As costs come down you'll see more Photo CD's in use. Cameras with built-in digital electronic imaging are already here at about $1000.

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Cover

At 138 miles, it's been called America's longest industrial spur, but while its primary function is to haul rock and gravel for its owner, the Dakota & Iowa is a real railroad with handsome power and plenty of action. Here on September 6, 1995, Geep No.1 is leading a southbound freight at Renner, S.D. Bob Gallegos tells the whole story beginning on page 50. Fuji Velvia by Bob Gallegos.

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Fanmail

Cowan comments

I enjoyed the story on Cowan in the July 1996 issue. I grew up in Cowan with good friend Alan C. Shook. His father was an engineer on the Tracy City Branch, and my father was a freight conductor, though he did work on passenger trains in the 1920s and 1930s. Alan grew up to be a conductor on the branch, and he took the last train up and back on April 26, 1985, as conductor.

Alan and I wrote a small book about the Tracy City Branch titled *The Mountain Goat,* which is now out of print. Alan died just three months after the book was out.

The Tracy City freight trains hauled coal out of Palmer up until the end, and the longest train I've ever heard of on the branch was 106; it was powered by 2-8-2s. The toughest work on that branch was keeping the loaded trains under control on the two-and-a-half percent down grades Cowan-bound, and I've never heard of a runaway on those grades.

Your story didn't specifically say, but it was a standing rule at Cowan, and most other places, that pushers on passenger trains had to be on the head end. The NC&StL did use Consolidations for a short while on the Cowan helpers.

Also, I believe that Cumberland Mountain tunnel is the oldest operating main line railroad tunnel in the United States. The B&O did not put their railroad tunnels into service until about 1857, and I don't believe the Erie got their Bergen Hill tunnel in Jersey City operating for another few years.

J.W. "BILL" ARBUCKLE
Camden, Tenn.

CSX 119 found

To answer the question in the July 1996 RAILNEWS about the whereabouts of CSX F7B 119, the unit is at the B&O Museum in Baltimore with its CSX markings removed.

JEFF ELLIS
Timonium, Md.

About the time the above letter arrived via fax, Daniel Carleton of Dunnellon, Fla., called saying the 119 was at the Tennessee Valley Railroad Museum in Chattanooga. So I called friends at both museums, and it turned out that CSX donated the 119 to the B&O Museum in 1992 after a main generator failure, and in January 1996 the119 moved south to Chattanooga on long term loan as part of a complicated three-way deal among the two museums and a Nashville gentleman restoring B&O E8A 92. TVRM will use a coupler from the B-unit to help move TVRM's recently acquired Clinchfield Coal Company F7A to Chattanooga. Ultimately, all of this cooperation should result in a recreated A-B set of NC&StL F7s and a restored authentic B&O E8 — M.D.

Marlboro Unlimited

I read with interest the coverage in the March 1996 issue of the *Marlboro Unlimited* and the glowing thank you from Phillip Morris media people in the June issue.

There is nothing positive about a contest promoting a product that kills thousands yearly. I can see it what an exciting ride it will be, blue with smoke and littered with cigarette butts as you see scenic America.

Here's one train and contest that warrants minimum free publicity and early permanent parking on the shop track.

JOHN CARBONNEAU
Tampa, Fla.

The most luxurious train yet built running on freight-only trackage for an entire year is legitimate news. We intend to cover the railroad side of the operation, and it's quite likely we'll print more photos of it. We are not endorsing cigarette smoking but merely covering a railroad news story. Perhaps we should include warning labels on the issues containing stories about the Marlboro Unlimited — M.D.

Single "dual control" stands

In the news caption with the photo of Norfolk Southern Dash 9-40CW 8889 on page 3 of the May 1996 issue, you claim the unit and the entire order has "standard AAR 'dual' control stands."

After a rules class at Flat Rock (GTW), I spotted one of NS' new Dash 9s on the GTW ready track, so I went over for a closer look.

I noticed only one control stand, not two as you stated. The stand was the "old" AAR type as you stated, and it did have two computers or IFC's. The inside was odd, not like the Conrail/BN units I've been on. The inside was already "trashed."

ROGER F. ROBERTSON
Wyandotte, Mich.

When the NS mechanical department spokesperson I talked with while researching that caption mentioned the "standard dual control" stands, I didn't ask him to elaborate as earlier low-nose orders with "dual controls" simply meant there was a standard control stand mounted on what is normally the fireman's side of the cab, which becomes the engineer's side when running long hood forward. This permits the engineer to see signals and wayside markings when running long hood forward, and when running short hood forward the cab windows provide ample visibility. However, NS Dash 9-40C's are being delivered with a single control stand mounted on the engineer's side, but at an altered angle from normal so that the the engineer can more easily run long hood forward — M.D.

Those Big Diesels

In reference to "Remembering Rudolf Diesel" in the May 1996 issue, the picture of EMD's 710GEB, 5,000-h.p., 20-cylinder engine and the mention of marine diesels in the attendant caption caught my eye. As a marine engineer I thought you might be interested in the following information.

MAN B&W Diesel A/S, of Denmark, produced the MC range of slow-speed, two-stroke engines, the K98MC-C model of which is the largest. This engine is available with nine to twelve cylinders, having a bore of 980mm (nearly 39 inches) and a stroke of 2400mm (nearly eight feet). At a speed of 104 r.p.m., the output per cylinder is 5710 kW (7657 h.p.). The K9OMC engine is another model, having a cylinder bore of

900mm (nearly 36 inches) and stroke of 2550mm (roughly 8.6 feet). This engine produces 4570 kW (6129 h.p.) per cylinder at 94 r.p.m.

New Sulzer Diesel Limited of Winterthur, Switzerland, the present day form of the company that Mr. Diesel worked for, is noted for their slow-speed diesel engines. The largest model is the RTA96C, which produces 5490 kW (7362 h.p.) *per cylinder* at 100 r.p.m., having a cylinder bore of 960 mm and a stroke of 2500 mm. This engine is available with six to twelve cylinders. As your caption stated, gigantic engines indeed!

It was the article "A New Breed of Iron Horse" on page 40 of the May issue which prompted me to purchase this magazine, and most enjoyable it was, too.

M.L. BALL
Sidney, B.C.

Grammar awards

As a longtime R&R reader, I thought I was up on the latest developments in railroading. But I see from your June issue that this is not so, for RAILNEWS informed me that the Batten Kill "...may have had the most unique problem," and the Conrail feature told me about the "shear traffic volume" near Horseshoe Curve. Not only did I not know that there were greater and lesser degrees of uniqueness in the world, I was unaware that Conrail carried many shears!

A spell checker is know substitute four yore proofreader, even inn these daze of automation!

PAUL M. SIMON
Arlington, Va.

*Esteam*ed veterans

The June 1996 R&R just arrived, and I'd like to comment on the letter from Mr. Les Clark about oil firing 4-8-4s and the reply of Mr. Steve Lee of Union Pacific steam crew.

There would seem to be a wealth of information by folks of this sort to make several interesting articles in the magazine. Take for instance, the nice article in the same June 1996 issue about logging in the Pacific Northwest. Granted, it might be difficult to locate people similar to Mr. Clark (after all, that is some 40 years ago, and a lot of the regular service steam crews are now gone).

SCOTT BRODIE
Gulf Breeze, Fla.

Camera Bag

BY JIM BOYD

Faster scanners for railfanning

GUEST COLUMNIST: GARY L. GREEN

Just as 35mm cameras have become more sophisticated in recent years, so have scanning radios. New features most useful to the railfan include compact and lightweight design, reduced interference and, best of all, very fast scan and search speeds. Other new advanced features like wide band frequency coverage, 1000 memory channels, automatic search-and-store and computer interfaces are great for scanner buffs and frequency hunters but are of little or no use to the average railfan. The advances in scanner technology have been most noticeable in hand-held scanners which are the most popular with railfans. I'll concentrate on hand-held scanners in this column.

How can these new features help you in your railfan adventures? The new compact, lightweight models are much easier to stuff into your camera bag or pocket than some of the old "bricks" like the Regency HX-1000 and Uniden Bearcat 100XLT. In urban areas with lots of radio and paging services in use, most new scanners will pick up less interference than comparable models of only five or ten years ago. This means you'll miss fewer calls, waste less time listening to annoying chirps and beeps and not be constantly punching the scan key. Exceptions to note are the high-end Radio Shack Pro-60 and the recently discontinued Pro-43, which are plagued with pager interference in the 160 mHz railroad band but are otherwise good radios.

The feature I've found the most useful in new scanners is the very fast scan speed, which is nearly 100 channels per second in some Radio Shack and Uniden Bearcat scanners. With one of these speedsters, you can scan through all 96 AAR railroad radio frequencies in about one second. No longer will you find yourself missing information because you didn't have the right frequency programmed — you can have them *all* programmed and scanned so fast that you won't miss much. With many old scanners, it takes about 30 seconds to search through the 160 mHz (VHF) railroad band. Even if your old scanner has 100 or more channels, it still takes more than six seconds to scan all those channels.

Most railroad radio transmissions are very short, so fast scan speed can help you keep up with all the action. As railroad radio procedures become more efficient, fast scan speed will become even more important. With the DTC dispatching now used by some roads, block authority can be issued in as little as about five seconds. And having vital information about train location is the first step in getting that great shot for this year's Cover One contest.

Current models

Hand-held scanners can be classified into three general categories: low-end (less than 100 channels, slow scan speed and limited features), intermediate (100-200 channels, fast scan speed and full features) and high-end (200-1000 channels, advanced feature set, extended frequency coverage). For most railfan purposes, I recommend an intermediate level scanner. Although low-end models can do an acceptable job, the fast scan speed, features (priority, bank programming, selectable delay) and extra memory channels of an intermediate level scanner can come in very handy, as I'll explain. Price differences between low-end and intermediate

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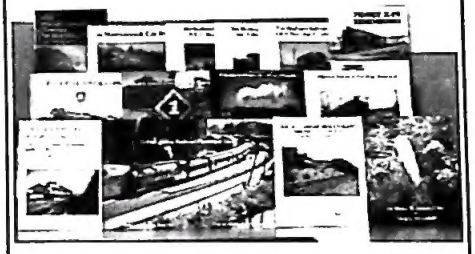

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scanners are small. The high-end scanners offer lots of bells and whistles that are great for scanner buffs, but of little use to the average railfan. The prices on these rigs are high-end as well, from $350 to $600.

Brands currently available in the United States include AOR, Radio Shack and Uniden Bearcat. (Regency and Cobra are no longer in the scanner business.) The AOR scanners are all high-end. Radio Shack and Uniden Bearcat both offer scanners in all three categories. Some Radio Shack models are manufactured in Japan by GRE, others in the Philippines by Uniden.

The intermediate models best suited for railfans are Radio Shack Pro-25: 100 channels, AA batteries, includes 800 mHz band, list priced at $269.95 but available for around $180 when on sale; Radio Shack Pro-51: 200 channels, AA batteries, 800 mHz band, list priced at $319.95 but priced around $200 when on sale; Uniden Bearcat 120XLT: 100 channels, proprietary nickel-cadmium battery pack, no 800 mHz coverage, priced around $140 mail order, and the Uniden Bearcat 230XLT: 200 channels, proprietary nickel-cadmium battery pack, 800 mHz band, priced around $230 mail order with an extra battery pack and charger.

All of these units are compact and lightweight, with decent sensitivity, audio output and battery life. All have the same fast scan speed. (Note: Radio Shack conservatively specifies a 50-channel-per-second scan speed, which is appropriate for randomly programmed frequencies. Uniden Bearcat lists a scan speed of 100 channels per second, which is their maximum for frequencies programmed in ascending order. If you program all 96 AAR railroad frequencies by channel number, each of these units will speed through them in about one second). These units all have priority, bank programming, selectable delay and search functions. I'm not aware of any "birdies" in the railroad band with any of these models.

The Radio Shack and Uniden Bearcat models are both user-friendly and easy to program. The programming differences between the two brands are minor, so switching brands or using one of each brand shouldn't be difficult. The primary differences between these models are the number of channels, battery type and 800 mHz coverage. Both Radio Shack models take standard AA-size batteries, so you can run rechargeable nickel cadmium or alkalines. With the Uniden Bearcat models, you're stuck with the proprietary battery pack. The 800 mHz coverage isn't needed for rail activity, but might be handy for monitoring other services.

Radio Shack also offers the Pro-62 with nearly identical features and price as the Pro-51. The Pro-51 has better audio, longer battery life and faster scan speed. The Pro-62 has much less interference in the 450 mHz and 800 mHz bands. For strictly railfanning use, the Pro-51 is the better choice.

With a new "Hyperscan" (Radio Shack's name for high speed scan) or "Turboscan" (the Uniden Bearcat equivalent) scanner, you will be less dependent on the frequency guide. In fact, you will probably find yourself using a guide more to find out who or what you are hearing than for programming. You will still want to use your frequency guide, particularly for those 450 mHz band (UHF) link channels and tourist or industrial roads outside the 160 mHz railroad band.

THE RADIO SHACK PRO-51 is a good intermediate scanner for railroad use. This compact unit can scan all 96 AAR railroad frequencies in about one second.

I use a Radio Shack Pro-51. I program the first five banks (20 channels each) with all the 160 mHz railroad band frequencies by AAR channel number. Bank 6 contains 450 mHz railroad band frequencies (primarily for dispatcher links, rear end telemetry and remote control locomotives). Bank 7 has all the important road and dispatcher channels used in my area. Bank 8 has yard, PBX and MofW channels, while Bank 9 has industrial and tourist frequencies. I save Bank 10 to program as needed.

Better sensitivity

In the mid-to-late 1980s, the Regency HX-1000, HX-1200 and HX-1500 scanners were the most popular choice for railfans. But Uniden bought Regency and then discontinued the better hand held scanner, so the HX-series has been out of production for many years, and Uniden will no longer repair them. These are still some of the best scanners for railfan use because of their excellent sensitivity in the 160 mHz railroad band. Other good features include heavy-duty construction and strong audio. But their disadvantages in today's world include limited channels (30, 45 or 55), slow scan speed, large size, heavy weight, birdies, cellular telephone interference in the UHF railroad band, proprietary battery pack (HX 1000 and HX 1200) and tedious programming compared to Radio Shack and Uniden Bearcat scanners. Occasionally, used HX-series scanners are available at ham radio swapfests, scanner repair shops or the classified ads in radio magazines.

Unfortunately, better sensitivity on the VHF railroad band has not been a high concern for most scanner enthusiasts. None of the new high-speed scanners has sensitivity as good as those old Regency models. That's why my HX-1500 is still a favorite for use around town, in spite of its warts.

To improve the sensitivity of your handheld, the easiest thing to do is replace the "rubber duck" antenna with a telescoping whip, roughly $10.00 from Radio Shack.

A more complicated option is to use an external signal amplifier. Models for hand-held scanners typically require nine-volt batteries. An amplifier will make your scanner bigger and a bit awkward, and it will put more stress on the antenna jack, since they mount between the antenna and the scanner. While an amplifier will boost signal strength, it can also overload your scanner, resulting in lots of interference, especially in urban areas. In rural areas, where increased sensitivity is most needed, you shouldn't have much of an interference problem. Amplifiers begin around $50.00.

Both the telescoping whip and the signal amplifier are poor substitutes for a radio with excellent sensitivity, so don't expect miracles. But until the manufacturers come out with something that has better sensitivity in the VHF railroad band, this is about all that the average railfan can do.

Accessories

The single most important accessory you should buy for a scanner is a protective case. A case will keep your hand-held in good shape for many years, particularly if it gets rough treatment at trackside. Custom cases are available for most scanners for around $20.00 or $30.00. Radio Shack carries both small and large universal scanner cases for about $10.

A clip-on shoulder speaker can get the audio output of your scanner up close to your ears where it does the most good. It is particularly handy if you prefer to hang your scanner from your belt. By getting the audio up near your ears, you can keep the volume lower and conserve battery power. It also helps for those windy days on Sherman Hill, when you need every bit of audio your scanner can muster. Radio Shack sells a nice one for about $10.00. You can also use earphones or headphones, but they block out other noise like that old Geep handling a cut of cars on your favorite short line. And, of course, a cigarette-lighter socket power cable and spare batteries are a must for those many long days in the field.

Programming tips

Here are some programming suggestions that might help you scan more efficiently, particularly if you don't have a high-speed scanner. You want to miss as few words as possible, especially on road and dispatcher channels where most of the good train location information is. If you're following a short line or branch and you are certain that only one frequency is in use, simply set your scanner on that frequency and leave it there — you won't miss anything.

On most lines the maintenance of way forces also have a frequency, a PBX channel or both. Maintenance and PBX channels can often provide a line-up of trains in an area for the next several hours, since maintenance crews often check with dispatchers before starting any time-consuming track projects. In cases like this, a priority feature comes in very handy. Program the maintenance or PBX channel as the priority channel, and your scanner will check it every two seconds for activity in addition to whatever else the scanner is scanning. It's almost as good as having two radios. But be careful, as railroaders on these channels can often banter about signals, etc., resulting in missed conversations from engine cabs.

If your scanner has an individual channel

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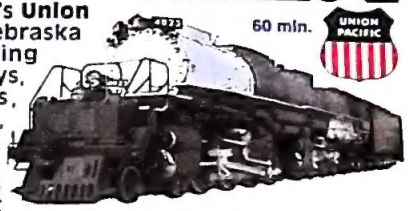

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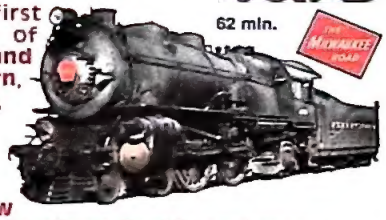

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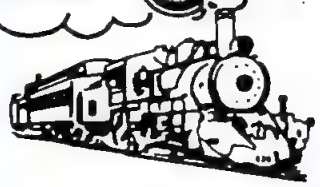

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delay function, set a delay on the most important channels to catch the quick replies. Don't set a delay on less important channels such as yard, maintenance or PBX. This will let your scanner get back to those important channels quicker to check for activity. In fact, most PBX systems have their own built-in delay, so adding a delay in your scanner just adds to the dead time before your scanner gets back into action.

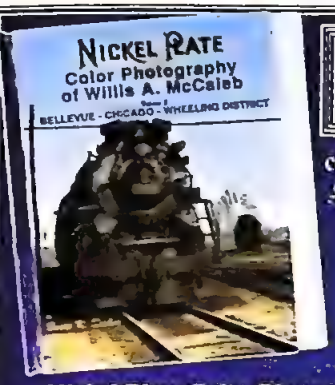
In metropolitan areas where several railroads operate, there may be 20 or more frequencies in use. In order to keep track of them all, yet not spend too long scanning through less important secondary channels, repeat the programming of the most important ones. This way your scanner will never spend too long scanning the less important channels before getting back to the ones where most of the action is. A good rule of thumb is to scan key channels once every one to two seconds to minimize the amount of important information you might miss. With faster scan speeds the use of this technique is less important, but it can still be used to reduce the chances of your scanner stopping on a secondary channel at the expense of something more important. With bank programming, it's handy to have one bank programmed with important channels only, so that other channels can be easily removed from the scan cycle.

Additional information

Where should you buy a scanner? If you prefer to buy locally, your neighborhood Radio Shack store can get all the Radio Shack models. You can save a lot of money on a Radio Shack scanner if you buy when on sale. Uniden Bearcat scanners can be found at electronics or catalog discount stores, but don't be surprised if local sales personnel know less about scanners than you do. If you prefer to buy from a dealer who specializes in radios for the railroad band, try Scanner World in Albany, New York (518/436-9606); Railcom in Germantown, Tenn. (901/755-1514), or Southwest Electronics in Prescott, Arizona (520/445-1942). Otherwise, there are numerous mail order dealers who carry both Radio Shack and Uniden Bearcat scanner models at the discount prices.

Where can you learn more about scanners? Once in a while *Extra 2200 South* runs scanner reviews by railfans. At well-stocked newsstands you might be able to buy magazines such as *U.S. Scanner News, Monitoring Times* or *Popular Communications*. If you're "on-line" in the computer world, several radio forums are available including REC.RADIO.SCANNER on Usenet.

Finally, a word of caution: Railroad radios may see some drastic changes over the next five years or so. These include new technologies such as digital transmission, trunking and different channel spacing. Already some short lines do some of their train-to-base business over cellular phone, and at least Conrail has experimented with issuing cellular phones to some of their train crews for communications to trainmasters and management, and occasionally to dispatchers to collect train orders. Some of these changes could make our existing scanners less useful or even useless for listening to railroad action. It would be wise not to spend a lot of money now on a radio scanner that will only get less useful in the years to come.



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Railnews

GREAT CANADIAN RAILTOUR COMPANY has leased three GP40-2s from Helm Leasing for its *Rocky Mountaineer* service. The former CSX GP40s were delivered in GCRC blue and white. They replace three similarly painted B36-7s leased from GE, which were sold to BC Rail. HATX 804 and 800 were between Arnold and Chilliwack, B.C., on May 9, 1996. See RAILNEWS.

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LOCOMOTIVE LEASING PARTNERS is a new joint venture between EMD and GATX Capital Corporation, which will result in the merging of the two lease fleets. LLPX 6001 is a former EMD GP60 demonstrator and is the first of the lease fleet units to get the new blue LLPX livery. See RAILNEWS.

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On the Menu

BY JAMES D. PORTERFIELD

Guide to Dinner Trains Update

The popularity of dinner trains continues to grow unabated, and the number of such trains operated by short lines, tourist or museum road concerns and restaurateurs, now totals nearly 60. To cover each in the manner that we did in the first two years of my "Guide to Dinner Trains" (August 1994 and September 1995 issues) would fill this entire magazine. However, the following are some additions and updates that have accumulated over the past few months.

The trains listed below, alphabetically by state and city, are either new this year or previously unreported. The hope is that the entries will entice you to contact the railroads for more information or to book your reservation (telephone numbers given serve both needs). As always, allow plenty of lead time as these trains often sell out weeks and months in advance. Most offer seasonally appropriate special runs (fall foliage, Santa trains, etc.) and will charter for special events or groups, often year around.

Bon appetit!

Arizona

Yuma: Yuma Valley Railway operates a Ride-n-Dine every second and fourth Saturday, November through May. The train departs at 4:00 p.m. for the three-hour, 22-mile round trip to Gadsden for a meal in the station. The track, from the Bureau of Land Management and SP, was laid in 1914 and follows the Colorado River through beautiful Southwest desert scenery. A 1922 Pullman coach and 1923 Pullman Army Ambulance Car, both six-axle heavyweights converted to table cars, are pulled by either a 1941 Whitcomb 30-ton chain-driven diesel or a 1952 Davenport-Beshler 46-ton center cab diesel-electric. Call 520/783-3456.

California

Filmore: Filmore & Western Railway, "the Hollywood movie trains that grew," offers various "Entertainment Trains" featuring on-board dinners (spring and fall), or Ride 'n Dine picnics (June through September). Travel over a 20-mile portion of the line built in 1887 as part of the original SP Los Angeles-San Francisco Coast Route through the Santa Clara Valley to Santa Paula. Two ex-C&NW F7s and an ex-SP Alco RS32 in various combinations pull ex-SP diner 10204 from the *Overland Limited* (Pullman, 1949), ex-RF&P cafe/parlor *Powhatan* (Pullman, 1928), ex-SR 12-1 sleeper *McKinneysburg* (Pullman, 1925), and ex-AT&SF baggage car 3884 (Pullman, 1962), equipment you will recognize from movies as varied as *Under Siege II*, *I Love Trouble*, *The Young Indiana Jones* and the *Route 66* remake through equally recognizable scenes and settings. Call 805/524-2546.

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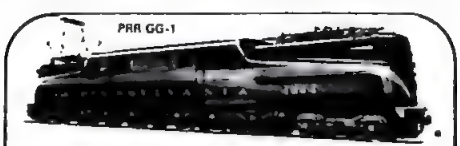

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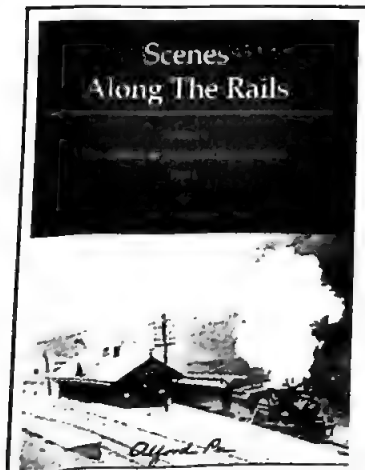

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Kentucky

Stearns: Big South Fork Scenic Railway operates a seasonal (April 3 to November 2) Ride 'n Dine through Daniel Boone National Forest into the Big South Fork National River and Recreation Area, to the Blue Heron Mine and Historical Outdoor Museum. One of two Alco 1000-h.p. switchers, built in 1942 and 1945, pull open-air platform cars with canopy tops along the same Kentucky & Tennessee Railway route that the Alcos and the miners once used to reach the remote mines in the region. A fresh home-made lunch of half a turkey sandwich, half a ham sandwich, cole slaw, fruit, dessert and beverage is packed in a souvenir red bandanna. (Railfans will recall that famous green-and-gold Southern 2-8-2 4501 worked on this line as K&T No.12.) Allow three hours for the eleven-mile round trip, which includes the stop over at Blue Heron Mine. Call 606/376-5330 or 800/462-5664.

Maine

Unity: Belfast & Moosehead Lake runs on most Saturdays, May through October, along the Passagassawakeag River and its picturesque Maine Coast rock formations into wooded rolling hills, passing City Point (milepost 2.16) and Sargent's (milepost 5.02) before arriving at Waldo. The 34-mile trip takes about 90 minutes. A feature of this operation is that it isn't "former" anything; the track was laid by the B&ML in the 1860s, and the two GE 70-tonners were bought by the B&ML in 1946. The consist includes a 1890s-style parlor car built into one of the line's earlier "old green" passenger cars, an open air car (this one an ex-B&A pulp car), and a diner and first class compartment car (both from Sweden). Call 800/392-5500 or 207/948-5500.

Michigan

Traverse City: *The Grand Traverse Dinner Train* runs year around. Two splashy F7A's (**page 66**) pull two pairs of ex-SP articulated dining cars and a baggage car converted to a kitchen car over ex-C&O and PRR tracks through the scenic woods and waters of the Grand Traverse area along different routes at lunch and dinner. Luncheon departures head east past Cherry Capitol Airport, north along the east arm of Grand Traverse Bay, and east to Williamsburg (allow 1½ hours for the 20-mile round trip), while the dinner train goes south along Boardman Lake, then east following the Boardman River and Pere Marquette State Forest through Kingsley to Walton Junction north of Cadillac (2½ hours, 50-mile round trip). Call 616/933-3768

Minnesota

Duluth: North Shore Scenic Railroad operates a 2½-hour, 26-mile round trip on Missabe Road's Lake Front Line from Duluth along the Lake Superior waterfront through scenic northeastern Minnesota woodlands, to Palmers. The train operates weekends June 1 through October 12. The train is pulled by one of three historic diesels — Great Northern SD45 400 the *Hustle Muscle*; maroon and cream Soo Line FP7 2500, or GN NW5 992, one of only 13 of these road switchers built. The dinner train is made up of two cars. One is Duluth & Northern Minnesota No.28, the *Arrowhead*, an ex-D&IR coach (ACF 1912) converted to a solarium/coach in 1939 and now a

bar/lounge/observation car. The other car is No.32, the *Apostle Isle*, an ex-DM&IR coach (Pullman, 1918), now a dining car. The Duluth & Northern Minnesota is an established private railcar company. Call 218/727-1197.

Missouri

Branson: The Branson Scenic Railway operates every Saturday evening from May through December. The sleek train, made up of the dome/lounge/coach *Silver Garden*, dome/lounge/diner *Silver Island* (both were CB&Q *Zephyr* cars), tavern lounge/observation *Westport* (ex-ACL), buffet/lounge *City of Branson* (ex-PRR) and coaches *Mojave* (ex-AT&SF) and No.461 (ex-T&P), departs for a 30-mile trip to Bergman, Ark., and back. The roughly two-hour trip over today's M&NA travels the Ozark Mountain foothills over the White River Route featuring tunnels and trestles, reaching places accessible only by train. Motive power is F9PH No.89 and GP30M 4268 (both former-B&O) surrounding the train in a pull/pull consist. Call 800/287-2462 or 417/334-6110.

New Mexico

Santa Fe: Santa Fe Southern operates a Friday Evening Sunset/Starlight Train from May through September featuring light meals of Southwestern fare en route to Lamy. The highlight of the one-hour layover at Lamy is a roaring bonfire and a marshmallow roast "under the stars," with dessert and coffee served on board during the return trip. The 36-mile, four-hour trip is over the very branch that gave the Atchison, Topeka & Santa Fe its name, and riders travel through high desert county and rolling Juniper forests. Equipment includes either a former Santa Fe or SCL GP7 pulling either former-CNJ or GN coaches. Call 505/989-8600.

New York

Owego: Tioga Scenic Railroad offers both lunch and dinner runs on Saturdays and Sundays, Memorial Day through October 31, on 22 miles of former Lehigh Valley track dating from the 1870s, through historic countryside in the Southern Tier of New York between Owego and Newark Valley. A GP9 with Canadian roots pulls former-Lackawanna m.u. coaches (1922), an open-air car of the late 1800s, and ex-IC 1940 dining cars on the two-hour run. Call 607/687-6786 (or 800/428-4642 from selected areas).

Oregon

Hood River: Mount Hood Railroad runs a four-hour "Ride 'n Dine" Wednesday through Sunday, April through October. The 44-mile trip to Park Dale, over former-UP track through the Hood River Valley in the eastern Cascades provides views of Mt. Hood and Mt. Adams. Motive power is a pair of GP9s, one each from UP and SP, and the train is made up of *The Little Red Caboose* (former-UP), coach *Katherine* and the concession car *Timberland* (both are 1910-built Pullmans off the UP, though extensively remodeled), plus three heavyweight coaches from the 1920s, the *Park Dale* and *Odell* and open-air bench/coach *Lookout Mountain*. The one-hour layover in Park Dale enables riders to dine at one of three eateries, or to eat a picnic lunch of their own construction. Call 503/386-3556.

No. 261 Winter Spectacular

Photo by John Tully

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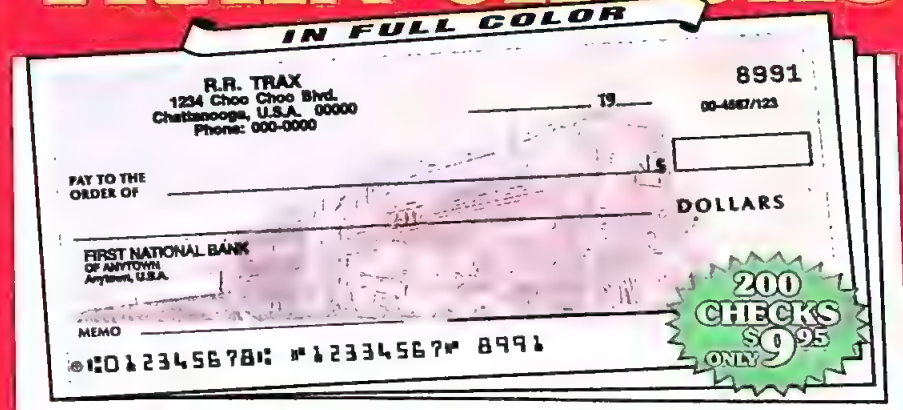

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Filmed in 16mm 1954 - 1968. Mainly PRR steam & diesel + ATSF 2-10-4's on PRR, this program also features Penn Central operations on PRR &ex-NYC track in Ohio but with ex-PRR locos. Steam includes J1's, I1's, H9's, ATSF 2-10-4's with diesels by EMD, Alco, Baldwin, GE. See the transition from steam to diesel & PRR to PC.

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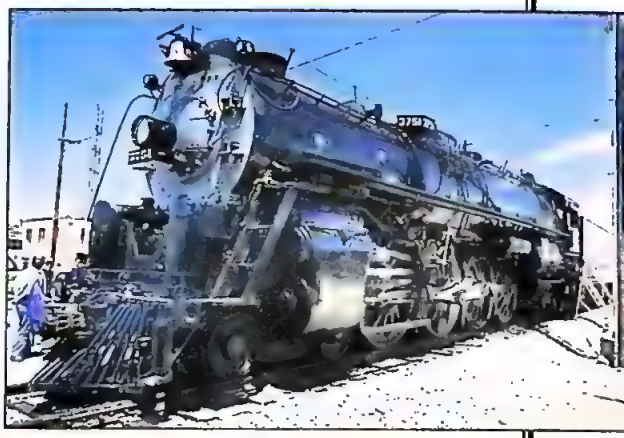
UNION PACIFIC 844 was fired up on April 17, 1996, and taken out on the main line in Cheyenne, Wyo., for its first move in over four years. It will power C&NW trips in Illinois and Iowa in August. See TIMETABLE.



SANTA FE 3751 visited the Orange Blossom Festival in Riverside, Calif., on April 20 (**right**). The San Bernardino Railroad Historical Society had the Baldwin 4-8-4 under steam, but it wasn't allowed to move under its own power.

THREE FUJICHROMES DALE L. BROWN, JR

SOUTHERN PACIFIC 1233 became the first steam locomotive to ever run over Yolo Shortline's ex-Sacramento Northern main line on May 5 (**below**). See RAILNEWS.

VENTURA COUNTY 2 was operated for the public on April 27-28, 1996, by the Orange Empire Railway Museum after a complete rebuild of the Baldwin Prairie.

Pennsylvania

New Freedom: The *Liberty Limited* will begin year-around Saturday and Sunday (initially) operations in June 1996 under the watchful eye of established private railcar operator Classic Rail Cars. A former-CN FP7 and C&NW RSD5 pull-pull ex-U.S. Army kitchen car (1954), now a generator car; an ex-GN coach (Pullman, 1954) and an ex-SAL coach/bar/lounge (Budd, 1939), both now table cars; ex-CN/VIA dining car *Bras d'or Lake* (Pullman, 1954); the table half of an ex-C&O twin diner (Pullman, 1950), now a dance car; and (optionally) PRR *Caltalpa Falls* (Pullman, 1942) and ex-UP *Imperial Sands* (Pullman, 1942) private luxury cars. Allow 3½ hours for the 36-mile round trip along PRR's old Northern Central Division (which, formed in 1828, is claimed as the second oldest railroad in America) to Hyde Siding, south of York, Pa., and back. Call 717/235-4000 or toll-free 888/94-TRAIN.

South Dakota

Milbank: *Whetstone Valley Express*' five "Dinner in the Diner" experiences are part of the 1996 Milbank Trainfest, August 9, 10 and 11. Travel a 20-mile, 2½-hour round trip from Milbank to Corona along the route of the Sisseton Milbank Railroad, formerly a Milwaukee branch line, across South Dakota prairie heavily populated with wildlife. Ex-Milwaukee 627 or ex-Amtrak 5601, both EMD SW1200 switchers, pulls a Milwaukee Road combine (Milwaukee Shops, 1934), and two Soo Line coaches and a diner (all Barney & Smith, 1911, 1913 and 1911 respectively). Meals are served by waiters wearing authentic Milwaukee or UP dining car uniforms. Call 800/675-6656.

Madison: Just as the Long Island Rail Road is thought to have had the smallest dining car department (one end of one car on one train), this may be the shortest dinner train. It's a catered full dinner over a two-mile run one day each year. But to the operators, it's an important part of the Prairie Village Fall Jamboree held August 23-25 at Prairie Village in Madison. Former U.S. Army 0-6-0 No.29 pulls an AT&SF express reefer and ex-UP MofW dinner car (originally a Harriman coach) converted to table cars, and an old-Illinois Central caboose set up for box lunches. Call 605/256-6177.

Washington

Chehalis: Chehalis-Centralia Railroad on selected Saturdays through the summer steams its 1916 Baldwin 2-8-2 No.15 (**page 42**). It was built for the Chehalis, Cowlitz & Cascade Railway but is probably better known as "Medi-flu 15" from its appearance in a television commercial. The 15 normally hauls an ex-UP 500-series 1925-built coach, now a table car, on an 18-mile, two-hour round trip to Ruth Siding and back. It follows old Milwaukee rails along the Chehalis River Valley, dominated by farmland but with views of Mount St. Helens, Mount Ranier and Mount Adams. Call 360/748-9593.

Dinner train collectors?

Over a recent lunch with the three R&R editors, Mike Del Vecchio asked if I'd heard of any "dinner train collectors," railfans who systematically visit dinner trains in hope of riding 'em all — in addition to myself, of course. If you're making it a point to find and ride America's dinner trains, please let me hear from you.

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BY STEVE BARRY

What's New?

The Norfolk & Western Historical Society has reprinted **Coal and the Norfolk & Western Railway**, originally published by the N&W in 1927. Between soft covers are 40 black and white photos on 24 6"×9" pages along with a public relations-style text that provide a snapshot of the coal fields along the N&W and their "sturdy, contented and loyal workers." Short chapters (a couple of pages each) cover the history of the coal fields, the various types of coal hauled by the N&W (low volatile, high volatile and semi-anthracite), mining and preparation, marketing and transportation. Most photos are small but show coal mines, electric and steam locomotives, tipples and the facilities at Lamberts Point, Va. Attached to the inside back cover is a fold-out color map identifying the coal districts and mines served by the N&W as of June 1927. This neat little book is quite a value — it shows the N&W as it saw itself 70 years ago, without any reflection or reference to subsequent events. It is available for $13.95 plus $2.00 handling (Va. res. add 4.5% tax) from NWHS, 2328 Orange Avenue NE, Roanoke, VA 24012. Credit card orders are accepted 24 hours a day at 540/342-0575 or by fax at 540/342-0972.

Steel, Steam and Thunder II

Majestic Rail Memories has released the first of what will become a series of full color lithographic prints. The scene is described as "Approaching Englewood, Illinois ca. 1946," and it shows a New York Central streamlined Hudson and a Pennsylvania Railroad 4-4-4-4 playing out the legendary race of the *20th Century Limited* and the *Broadway Limited* on the parallel mains east of Chicago. Though the "legendary race" was eastbound with both crack trains accelerating *out of* Englewood, the painting is intriguing in that it shows a westbound race. A quick check of a July 1948 *Official Guide* showed that both westbound trains were due into Englewood at 7:45 a.m. The location of the scene is at the Calumet River

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lift bridge six miles east of Englewood, so both trains would normally be slowing for the upcoming station stop. Let's pick a more dramatic scenario and figure that both trains were held up by an open bridge and are accelerating to make up minutes. The open bridge theory would also explain the new set of Baltimore & Ohio E7s crossing the same river on their own Bascule bridge, so I deduce that it had to be a fortuitously timed northbound barge (not shown) since the NYC and PRR trains crossed the river first. According to that same *Guide*, the B&O train would be the *Capitol Limited* running more than 30 minutes late to have been held up by the same barge. And all of this action takes place under stormy skies and dramatic lightning. Regardless of my late night fun with the *Official Guide*, this a vibrant, fine and detailed work that will soon be proudly hanging in my home.

The painting is by noted rail artist Robert West, who is mostly known for his General Electric diesel scenes. The image measures 14″×27″ on 18″×29″ heavy, textured stock. "Steel, Steam and Thunder II" is available for $35.00, or $50.00 for one of 100 signed and numbered artist proofs, plus $4.00 shipping. It can be ordered from Majestic Rail Memories, P.O. Box 807, Martin, TN 38237-0807 — S.B.

Scanner Book

After reading Gary L. Green's CAMERA BAG on faster scanners (**page 7**), maybe you're ready to take the plunge into a better radio. And if you want to get more from your scanner than you ever imagined possible, then **Railroad Radio: Hearing And Understanding Railroad Radio Communications & Systems** by Vincent Reh may be the book for you. It is chock-full of scanner information, from the history of railroad radios to do-it-yourself projects to get better reception.

The author is a degreed electrical engineer as well as a railfan, and he combined his knowledge of both fields to create the definitive guide to railroad radio. The first chapter gives a brief overview of the rail network of the United States and Canada, and then covers railroad dispatching in the days before radio. It then details the history of radio communications on the railroad, including the Pennsylvania Railroad's "Trainphone" system and the boom in VHF radio use after the military released the technology for it after World War II.

Chapter two covers "Modern Railroad Radio Communications Systems," including dispatching centers, mobile radios, end-of-train telemetry and cellular telephones, as

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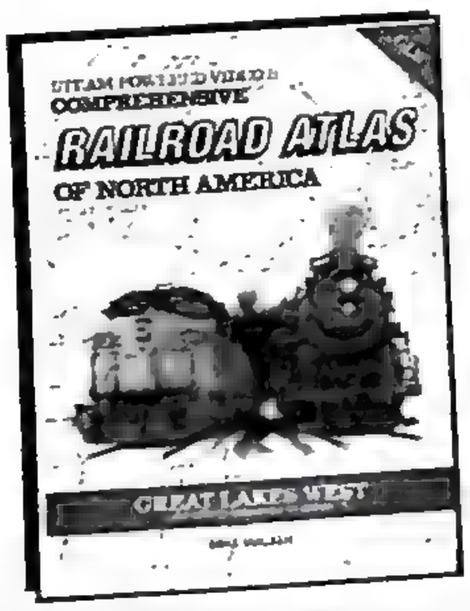

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well as less familiar systems like passive or active repeaters and global positioning systems. "Radio Operations" covers various jobs on the railroad such as dispatching, yards, maintenance and police, and then explains how radios are a part of these tasks.

The chapter on "Scanners and Monitoring" is the meat of this book, with information that any railfan, but especially a newcomer to th hobby, can put to immediate use. It answers basic questions such as "What is a scanner?" and "Is it illegal to use a scanner?" Several pages are devoted to railfanning with a scanner, including how to get advance warning of approaching trains and determining what kind of train is approaching based on conversations you hear on the radio. There is also a section on buying a scanner, including the pros and cons of portable, base and mobile units.

Most of the remainder of the book is devoted to improving scanner performance, with the section on antennas of the most immediate benefit to the typical railfan. For those wanting to get more into the "radio" hobby, there's sections on computer interfaces, coded squelch decoders, voice activated recorders and beam antennas. "Scanning on a Budget" gets into stuff like buying used equipment or building your own, and once again is probably more appealing to those more into the hardware end of scanning.

The book concludes with a look at the future of scanning — the end of scanning as we know it is on the horizon. Finally, there are several appendices that seem geared to the radio enthusiast just getting into railroads, covering the primary frequencies of major railroads, reporting marks, sample train symbols, rules governing radio use and a glossary of railroad terms.

The author has targeted this book at two different audiences: the railfan looking to get more out of his scanner and the radio enthusiast (scanfan?) just getting into the world of railroads. Since radio enthusiasts with limited knowledge of railroads are a target audience, some of the rail-related information may seem a bit too basic for railfans (and I'm sure that the radio crowd probably feels the same about the radio information). The author has attempted to start at "square one" in explaining radios and railroads. The appendix on sample train symbols, for example, consists entirely of the movements of a Conrail grain hopper over a two-month period, listing all of the trains it moved in. Therefore, only a limited number of Conrail symbols are given, and no effort is made to explain that train symbols vary from railroad to railroad.

As an introduction to the railroad/radio hobby, this book works pretty well, although it may make some things sound a bit too easy. A budding railfan reading this book might believe that a scanner is the "cure-all" for missed trains and wasted time. The implication is that you can pull up to almost any railroad and, based on what your scanner is or is not doing, know with absolute confidence if there will be a train soon. As any veteran railfan can attest, even with a scanner you will sit for hours by a track without any trains coming or leave a photo location just before a train shows up.

The strength of this book from a railfan's standpoint is that it lets you get into the radio world as much as you like. If you want only the basics you'll find them here, but if you want to invest the time and money to

maximize your scanner's use, that's in here as well. The author's goal is to allow you to get as much out of your scanner as you want, and he does achieve this.

Railroad Radio is a softcover 6"×9" with 198 pages, illustrated with numerous black and white photos of various radio and scanner equipment. It is available for $19.95 plus $3.50 shipping (Vermont res. add $1.00 tax) from Byron Hill Publishing Company, P.O. Box 197, Grand Isle, VT 05458; 802/372-6557.

Book Reviews

Reading Diesels Volume 2 — The Second Generation by Dale W. Woodland, published by Garrigues House, P.O. Box 400, Laurys Station, PA 18059; 188 8½"×11" pages, hardcover, $59.95 plus $4.00 shipping (Penna. res. add 6% sales tax).

Finally the long-awaited Volume 2 of *Reading Diesels* has arrived. It was worth the wait. Picking up where Volume 1 left off, it covers motive power acquisitions of the Reading Company from 1962 until the railroad was swallowed by Conrail in 1976.

The Reading Company was a pioneer in the steam era, developing many new and improved designs, and this carried over into dieselization. The GP30 is generally regarded as the model that introduced the second generation diesel locomotives to most roads, and the pioneering Reading bought the first production units in 1962.

The Reading had a policy of trying a variety of manufacturers, and this continued into the second generation. The results were wild lashups of Alcos, GE's and EMD's. With numerous first generation locomotives on the roster, consists of Alco C424s or EMD GP30/35s and FM Train Masters were common east of Harrisburg (Rutherford), Pa.

In *Reading Diesels Volume 2* each class is identified and studied in detail. The Reading had their own classification system for diesels in addition to the manufacturers' designations, which is explained in a chart (for example, EMD's SW1200 and SW1500 were SWE-14's on the Reading, which stood for *S*Witcher, *E*MD, with the *1* meaning it had m.u. capability and the *4* indicating it had a two-way radio). Dispositions and renumberings into Conrail are included. Each class is liberally illustrated with coverage through each unit's life.

An entire chapter is devoted to the Budd RDC's. The text goes deep into the history of Reading's commuter operations and the rationale into the purchasing of the Budds. It is interesting to note that the Reading in 1932 bought the first self-propelled car manufactured by the Budd Company (precursors to the RDC) and then in 1962 became the last railroad to purchase new RDC's. A complete fleet roster and the disposition of the RDC's is also presented.

The book concludes with an all-time roster of second generation units and an undated partial list of preserved locomotives (not listed is RS3 519 owned by C.P. Huntington Chapter NRHS in Huntington, WV).

As stated earlier, this book has been long-awaited, and our patience has been rewarded admirably. Photo reproduction is excellent

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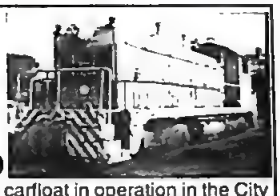

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with even coverage given to all classes. The photos are spread out nicely, giving an uncluttered look. Graphs and charts are spaced throughout the text giving pertinent statistics of operating procedures and acquisition data. The overview of operations presented gives a good idea of the railroad to the casual reader.

I highly recommend this book to all people interested in locomotives, operations and the Reading Company. Long may it live in our memory! — KERMIT E. GEARY, JR.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

WILMINGTON (GREENBANK), DELAWARE, June 29. Night photo trip on Wilmington & Western with PRR Doodlebug 4662. Multiple open flash opportunities, lighting by Steve Barry. Tickets $25 from: Tom Gears, 2720 Newport-Gap Pike, Wilmington, DE 19808; 302/892-2473.

CLINTON CORNERS (POUGHKEEPSIE), NEW YORK, June 29-September 29. "Railroads: Gateways to Dutchess County" 2nd annual exhibit at Clinton Historical Museum, Salt Point Turnpike, 1 miles east of Taconic Parkway, weekends 11am-5pm. Videos, early photos, memorabilia, etc. of NYC, Harlem R.R., CNE, NH and others. Contact: Bill McDermott, 914/266-5494 or 914/266-3819.

MINNEAPOLIS, MINNESOTA, July 1-4. Milwaukee Road 261 will power trips over BNSF at the Minnesota Heritage Festival. Trips depart 10am and 2pm from Stone Arch Bridge Park. Coach seating $30, under five free, Family Value Package (four tickets) $100. For information, send SASE to: Friends of the 261, 4322 Lakepoint Ct., Shoreview, MN 55126.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will be holding the following special events. Admission to museum $8 adults, $6 children and seniors. Special events may be slightly more.

July 4, Trolley Pageant. **July 20-21,** Diesel Weekend.

August 4, Vintage Transport Extravaganza.**August 31-September 2,** Railfan Weekend.

September 28-29, Members Weekend.

ST. CONSTANT, QUEBEC, July 6-7. Diesel Weekend at Canadian Railway Museum. Over 15 locomotives on display, with four in operation. Photograph MLW-powered mixed freight on Saturday, passenger train on Sunday. Saturday night photo session by Kermit Geary, Jr. Weekend pass $10, night photo session $10 extra (U.S. funds). Contact: Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec J5A 2G9; 514/638-1522.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner (except picnic lunch on 7/6). Pullman seating or office car charter available at higher cost.

July 6, "Pops in the Park" concert/picnic, $40.

July 20, Chattanooga to Lafayette, $46.

August 17, Chattanooga to Lafayette, $46.

September 14, "Rails to Wings" air show trip, Chattanooga to Lafayette, $48 including air show.

BELLINGHAM, WASHINGTON, July 7-10. Great Northern Railway Historical Society Annual Convention. Information: GNRHS, 1781 Griffith, Berkley, MI 48072-1222.

OHIO CENTRAL RAILROAD, P.O. Box 427, Sugar Creek, OH 44681 (330/852-4676) will sponsor the following extra trains. All are round trips. Reservations are required at the above number.

July 13, "Murder Mystery Train", Dennison to Jewett, diesel, $50 includes ride, dinner, drama.

August 10, Dennison to Zanesville, diesel, $65 includes lunch, boat ride. (Reservations 614/922-6776 this trip only).

October 6, "Fall Foliage Excursion", Newark to Dennison, steam one way. Adults $35, children $33 includes lunch. **October 12,** "Doubleheaded Steam Trip" from Sugar Creek. Adults $12, children $7. **October 13,** "Fall Foliage", Dennison to Gould Tunnel, steam one way. Adults $25, children $22.

NORTH FREEDOM, WISCONSIN, July 13-14. Civil War encampment at Mid-Continent Railway Museum with members of the 33rd Wisconsin Reenactment Group. Admission $8 adult, $7 senior citizens, $4.50 children. Information: Mid-Continent Railway Historical Society, P.O. Box 358, North Freedom, WI 53951-0358; 608/522-4261

MISSOULA, MONTANA, July 18-21. Northern Pacific Railway Historical Association convention. Information: Alan Burns, 1317 Khanabad Drive, Missoula, MT 59802.

DENVER, COLORADO, July 19-21. UP Challenger 3985 and Centennial 6936 will power trips in conjunction with Frontier Days. Juy 20 trip is open to the public, sponsored by the Denver *Post*, call 303/296-4754 for information.

July 19, 3985 and 6936 will ferry from Cheyenne, Wyo., to Denver with the UP train set.

July 20, 3985 and 6936 will take a 27-car train with UP and SP Ski Train cars from Denver to Cheyenne. Return to Denver will be with 3985 only.

July 21, 3985 and UP train Denver to Cheyenne one way.

WILMINGTON, DELAWARE, July 20. 5th Annual Rail to the Fair excursion from Philadelphia, PA to Harrington, DE via Wilmington with "rare mileage" Harrington-Frankford option, sponsored by Delaware Transit Corporation and Delaware Department of Transportation. Departs Philadelphia 10:10am, Wilmington 10:53am. Prices range from $22.50 to $67.50. For complete fares and additional boarding sites contact: Christie Connolly, Event Coordinator, DTC Marketing, Carvel State Building 3rd Floor, Wilmington, DE 19801; 302/577-6380.

PUEBLO, COLORADO, July 20-21. Annual Railfest at Pueblo Union Depot hosted by Pueblo Locomotive and Rail Historical Society. Rail equioment displays. Adults $2, children under 12 $1. Contact: Tony Ghema, 910 Phay Avenue, Canon City, CO 81212; 719/275-8935.

NEWPORT NEWS, VIRGINIA, July 24-27. Chesapeake & Ohio Historical Society Annual Conference. Railroad and model layout tours, clinics, contests and banquet. Contact: Ed Lyon, Chairman, 216 Milstead Road, Newport News, VA 23606;804/930-9659.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

July 26-28, Chicago to Red Wing, MN via *Empire Builder*.

October 17-23, motorcoach tour from Chicago to tourist railroads in Indiana, Kentucky, Tennessee, North Carolina.

November 5-9, motorcoach tour from Chicago to Branson, MO. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, IA via *Southwest Chief*.

December 27-January 1, Chicago to Washington, DC and Williamsburg, VA via Amtrak.

ROMNEY, WEST VIRGINIA, July 27 and August 31. Potomac Eagle "Petersburg Special" departs 9am for full day of scenery along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th St., Parkersburg, WV 26104; 800-22-EAGLE.

MILBANK, SOUTH DAKOTA, August 9-11. Trainfest '96 featuring rides on the Whetstone Valley Express between Milbank and Corona. "Dinner in the Diner", reservations required. Model trains, antique autos, rodeo. Dinner and ride: Adults $18, children $13. Ride only: Adults $12, children $8. Contact: Chamber of Commerce, 401 S. Main Street, Milbank, SD 57252; 800/675-6656.

CINCINNATI, OHIO, August 10. Summerail 1996 at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm. Multi-media slide shows by Rick Acton, Jr., Dale Brown, Terry Chlewak, Dan Finfrock, Ron Flanary, Mark Hemphill, Mike Leach, Brad McClelland, Garland McKee, David Oroszi, Mark Perri and Gary Zuters. Plus, railroad show and sale and visit to CUT's Tower A. Admission $10. Send payment to: Cincinnati Railroad Club, Summerail 1996, P.O. Box 14157, Cincinnati, OH 45250-0157.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following rail tours:

British Columbia Spectacular, August 11-22, tour of entire BCR by charter RDCs.

McCloud Spectacular, October 12-13, steam and diesel charter on the McCloud River Railroad.

NEW YORK, NEW YORK, August 22-October 19. "Trains and Chocolate" photo exhibition at the Manhattan shop of Richart, makers of world-famous chocolate, 7 East 55th Street, weekdays 10-7, Saturdays 10-6. Exhibition features the railroad photography of Joe Greenstein.

UP EXCURSIONS ON THE C&NW will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. Contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

August 24 Council Bluffs to Cedar Rapids. **August 25** Cedar Rapids to Chicago (Proviso Yard). **August 26-30** layover in Chicago. **August 31** Chicago (Berkeley) to Milwaukee round trip.

September 1 Chicago to Union round trip w/ vintage diesels, visit IRM, train continues to Belvidere. **September 2** Chicago to Clinton one way w/ Metra train return. **September 3** Clinton to Des Moines *deadhead move*. **September 4-6** on display at Des Moines. **September 7** Des Moines to Boone round trip to Puffer Billy Days. **September 8** Des Moines to Omaha *deadhead move*.

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Send to:
Cover One Contest, *Railfan & Railroad*
P.O. Box 700, Newton, N.J. 07860
All entries, including winners, will be returned after winners are published

RAILFAN & RAILROAD BACK ISSUES

Described below are some of the featured articles in each issue. Supplies are low on many issues and cannot be replaced, so please order now!

Summer 1975
The Vermont Railway
South Africa's 19D's
Here comes ConRail
Alco's Black Marias

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On the road with 4449

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❒ Winter 75	❒ July 83	❒ July 88	❒ Aug. 90	❒ May 92	❒ Mar. 94
❒ Summer 76	❒ Sept. 83	❒ Aug. 88	❒ Sept. 90	❒ June 92	❒ Apr. 94
❒ Fall 76	❒ Nov. 83	❒ Sept. 88	❒ Oct. 90	❒ July 92	❒ May 94
❒ Winter 76	❒ Mar. 84	❒ Oct. 88	❒ Nov. 90	❒ Aug. 92	❒ June 94
❒ Spring 76	❒ Sept. 85	❒ Nov. 88	❒ Dec. 90	❒ Sept. 92	❒ Aug. 94
❒ Aug. 77	❒ Nov. 85	❒ Dec. 88	❒ Jan. 91	❒ Nov. 92	❒ Sept. 94
❒ Oct. 77	❒ Jan. 86	❒ Feb. 89	❒ Feb. 91	❒ Dec. 92	❒ Nov. 94
❒ Dec. 77	❒ Mar. 86	❒ Mar. 89	❒ Mar. 91	❒ Jan. 93	❒ Jan. 95
❒ Apr. 78	❒ May 86	❒ Apr. 89	❒ Apr. 91	❒ Feb. 93	❒ Feb. 95
❒ May 78	❒ July 86	❒ June 89	❒ May 91	❒ Mar. 93	❒ Mar. 95
❒ Nov. 78	❒ Nov. 86	❒ July 89	❒ June 91	❒ Apr. 93	❒ Apr. 95
❒ Jan. 79	❒ Jan. 87	❒ Aug. 89	❒ July 91	❒ May 93	❒ May 95
❒ May 79	❒ Mar. 87	❒ Sept. 89	❒ Aug. 91	❒ June 93	❒ June 95
❒ Sept. 80	❒ Oct. 87	❒ Oct. 89	❒ Sept. 91	❒ July 93	❒ July 95
❒ Mar. 81	❒ Nov. 87	❒ Nov. 89	❒ Oct. 91	❒ Aug. 93	❒ Aug. 95
❒ Nov. 81	❒ Dec. 87	❒ Dec. 89	❒ Nov. 91	❒ Sept. 93	❒ Sept. 95
❒ May 82	❒ Jan. 88	❒ Mar. 90	❒ Dec. 91	❒ Oct. 93	❒ Oct. 95
❒ July 82	❒ Feb. 88	❒ Apr. 90	❒ Jan. 92	❒ Nov. 93	❒ Nov. 95
❒ Sept. 82	❒ Mar. 88	❒ May 90	❒ Feb. 92	❒ Dec. 93	❒ Dec. 95
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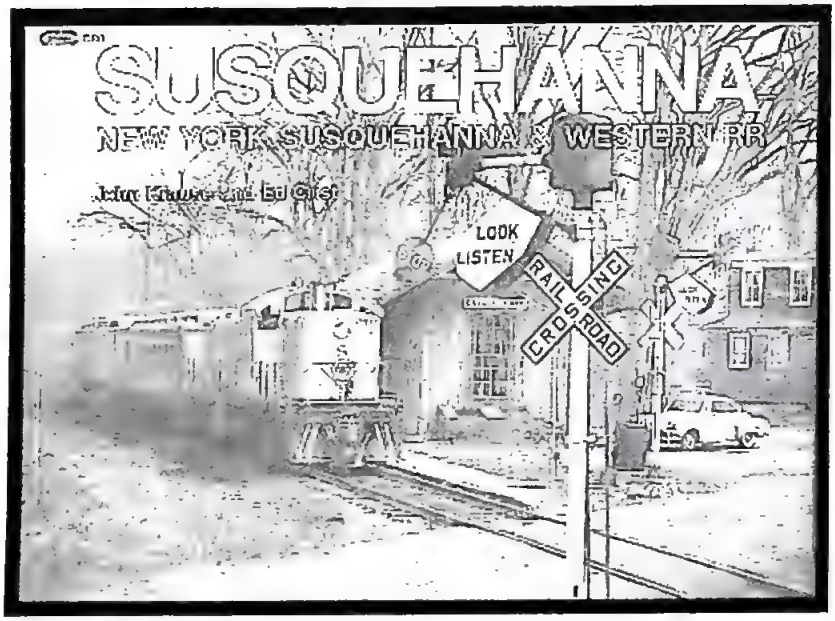

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TOBYHANNA, PENNSYLVANIA, August 31-September 1. "Peak of the Poconos Excursions" from Tobyhanna to Cresco, powered by an Alco C636. Saturday departures at 10am, 12:30pm, 3pm. Sunday departures at 12:01pm, 3pm. Adults $8, children under 12 $4. Information: Pocono Mountain Railroad Corp., 1015 North Main Avenue,Scranton, PA18508; 717/344-8566.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions. Reservations are required.

September 7, Nashville to Watertown, $24-$49

October 12 and October 19, Nashville to Watertown, $24-$49, also Columbia to Lawrenceville, $15-$49.

WILLIAMS, ARIZONA, October 4-6. Grand Canyon Chapter NRHS Railfan Weekend on the Grand Canyon Railway. Friday night banquet, Saturday trip to Grand Canyon behind ex-CB&Q 4960 and night photo session, Sunday shop tour and field trip. For information and ticket order form contact: Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86046; 520/635-1301.

ROMNEY, WEST VIRGINIA, October 5. Potomac Eagle "Railfan Special" departs 9am for full day of scenery and runbys along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800-22-EAGLE.

PRR SESQUICENTENNIAL CELEBRATION to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical and Museum Commission. Contact event organizers for detailed information.

October 5-6, Altoona, Pa. Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" See listing below.

October 11-13, Strasburg, Pa. PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

November-December, Harrisburg, Pa. Scale model of Abraham Lincoln's Funeral Train exhibit sponsored by the Historical Society of Dauphin County. Contact: 717/233-3462.

ALTOONA, PENNSYLVANIA, October 4-5. Altoona Railfest '96 brings rail history and heritage alive at the Railroaders Memorial Museum, 9am-5pm. Talk with past and present railroaders, latest cars and locomotives on display. Separate rail trip around Horseshoe Curve available. Railfest tickets $10 adults, $4 children. Rail trip prices to be announced. Information: Railroaders Memorial Museum, 1300 Ninth Avenue, Building A, Altoona, PA 16602; 814/946-0834.

HOBOKEN, NEW JERSEY, October 12-13, 19-20 and 26-27. Restored C&O 4-8-4 614 to pull fall foliage excursions to Port Jervis, N.Y., each day to support the proposed N.J. Rail and Transportation Museum. Photo runbys, a country festival and the restored Erie turntable will be featured at Port Jervis. Coach fares $59, kids under 12 $40, private cars $200. Contact: Iron Horse Enterprises, One Railroad Ave., Lebanon, NJ 08833; info only 908/236-2200 (no phone ticket orders, yet).

ROCKFORD, ILLINOIS, October 19. Midwest Railfest sponsored by the North Western Illinois Chapter NRHS and Rock Valley College. Slide shows and railroadiana sale from 11am-7pm. Admission $6. Tickets/information from North Western Illinois Chapter NRHS, P.O. Box 5632, Rockford, IL 61125; 815/654-2087.

NORTH CONWAY, NEW HAMPSHIRE, October 19. 22nd Annual Railfan's Day on Conway Scenic Railroad. Steam, historic diesels, freight and mixed trains between Conway and Sawyers River, model railroad, displays. Special trip to Fabyans over Crawford Notch Line with photo runbys. All day pass Conway-Bartlett $31.95, children $15.95. All day pass Conway-Fabyans $46.95, children $23.95. Information: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947. 603/356-5251.

ST. LOUIS, MISSOURI, October 19-20. Rare mileage excursions from St. Louis to South Pekin on ex-C&NW using UP E9s and trainset. Vista dome seating available. Information: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-5635.

LOS ANGELES, CALIFORNIA, October 21-November 4. "Autumn in the Ozarks" tour from Los Angeles to Branson, MO, sponsored by the Pacific Railroad Society. Private car to Kansas City via Amtrak, UP excursion train with 844 and E9s to Branson. Cost from $2000 to $2945. Information: Pacific Railroad Society, c/o B.L. Sibert, 777 East Valley Blvd. #70, Alhambra, CA 91801; 818/570-8651 or 213/283-0087.

UP EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at the Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

SCRANTON, PENNSYLVANIA, October 25-27. Anthracite Railroads Historical Society and Erie-Lackawanna Historical Society joint convention. Rail excursions, seminars and tours. Information. Convention, c/o ARHS, P.O. Box 519, Lansdale, PA 19446-0519.

INTERNATIONAL TOURS

TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

Ecuador July 4-13, steam-hauled charter on G&Q each day, with emphasis on section around Devil's Nose

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648 is sponsoring the following foreign steam tours. Send SASE for details.

Northeast China September, linesiding around Chengde, Yebalshou and Chaoyang, plus industrial steam in Anshan, JS 2-8-2 workings around Tonghua and shops at Changchun. **Ukraine** September 9-20, standard and narrow gauge

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following foreign rail tours:

Steam in the Andes August 11-18, Baldwin steam charters on the G&Q Railroad in Ecuador.

South China Tropical Steam September 21-October 6, steam in daily service in Guangdong, plus railfanning in Hong Kong and on Hainan Island.

Paraguay Steam Adventure October 11-20, five steam charters plus street car in Asuncion.

Best of South America October 19-November 17, four countries, 33 lines, 7 gauges, steam/diesel/electric/railcars, 25 companies, 3550 miles, plenty of runbys.

RAILROADIANA MEETS

CHATHAM, NEW YORK, July 6. Third Annual Railroad Heritage Day at Chatham Fire House, Route 66, sponsored by Chatham Village Historical Society, 10am-4pm. Admission $1. Information: 518/392-9236.

CLASSIC TRAINS & EXHIBITIONS, 3385 Brigadoon Circle SW, Dalton, OH 44618, is hosting train shows at the following locations, 10am-4pm unless otherwise noted. Admission $2, 12 and under free, tables $20-30.

St. Clairsville, Ohio, July 13-14, Ohio Valley Mall.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410/795-7447.

July 13-14 Fitchburg, Mass, Royal Plaza Trade Center.
July 20-21 Monroeville, Pa, Pittsburgh Expo Mart.
August 3-4. Edison; New Jersey Convention & Expo Hall
August 10-11. Timonium, Md, Timonium Fairgrounds
August 17-18, Pennsauken; South Jersey Expo Center

LONG BEACH, CALIFORNIA, July 19-21. 61st Annual National Train Show sponsored by the National Model Railroad Association at the Long Beach Convention Center, Friday 4-10pm, Saturday 10am-6pm, Sunday 10am-5pm. Admission: $6 adults, $3 children 6-12.

LACROSSE, WISCONSIN, July 20. Rail Fair '96 railroad show and flea market at Copeland Park, 10am-5pm. Tours of LaCrosse Short Line railroad display. Admission $2, under 12 free with adult. Information: The 4000 Foundation, Limited, P.O. Box 3411, LaCrosse, WI 54602; 608/782-5669.

REDFORD, MICHIGAN, July 21. Trains "N" Park show at St. Robert Bellarmine School gym, corner of Inkster at West Chicago, 1pm-4pm. Admission: $2 per person, $5 per family. Contact Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

DENVER, COLORADO, July 27-28. 19th Annual Mile High Railfair at National Western Complex, I-70 and Humbolt. Saturday 9am-5pm, Sunday 10am-4pm. Adults $3, children under 12 $1. Tables $35. Information #10 SASE to: Intermountain Chapter NRHS, P.O. Box 480181, Denver, CO 80248.

CHATSWORTH, ILLINOIS, July 27-28. Swap Meet and train show in conjunction with Chatsworth Heritage Days at American Legion Hall, Saturday 10am-6pm, Sunday 10am-4pm. Free Admission. Contact: William C. Faehse, 7016 Keeney Street, Niles, IL 60714; 847/967-7352.

HAMBURG, PENNSYLVANIA, July 28. Silver Anniversary Hamburg Dutch Train Meet at Hamburg Fire Co. Field House, Pine Street., 9am-1pm. All gauges of railroad collectables. Admission $2, under 12 free. Contact Sam Lenhart, R.D. #1, 1174, Leesport, PA 19533; 610/374-5694.

SAN DIEGO, CALIFORNIA, August 1-31. San Diego Model Railroad Museum Operating Exhibit/Show will operate every day except Mondays at Casa De Balboa Park, 1649 El Prado, Tues.-Fri. 11am-4pm, Sat.-Sun. 11am-5pm. Admission $3 adults, under 15 free.Contact:: John Rotsart, 1649 El Prado, San Diego, CA 92101; 619/696-0199.

GREENLAWN, NEW YORK, August 4. East Meets West Train & Toy Show at the Huntington Moose Lodge, 631 Pulaski Road, 9am-1pm. Admission $3, under 12 free. Contact: Carmelo Sancetta, P.O. Box 1286M, Bay Shore, NY 11706; 516/666-6855.

GILBERTSVILLE, PENNSYLVANIA, August 11. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73.

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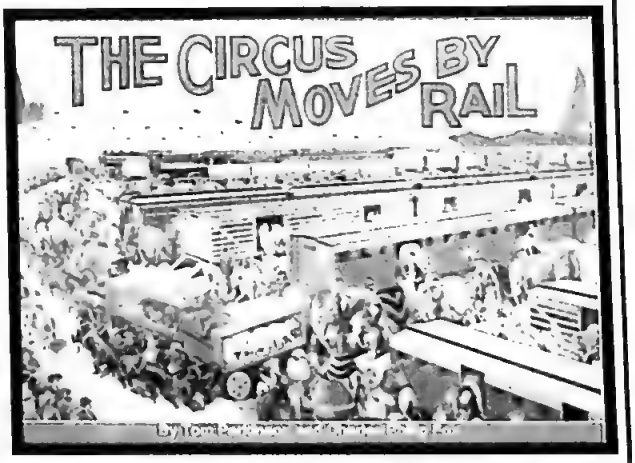

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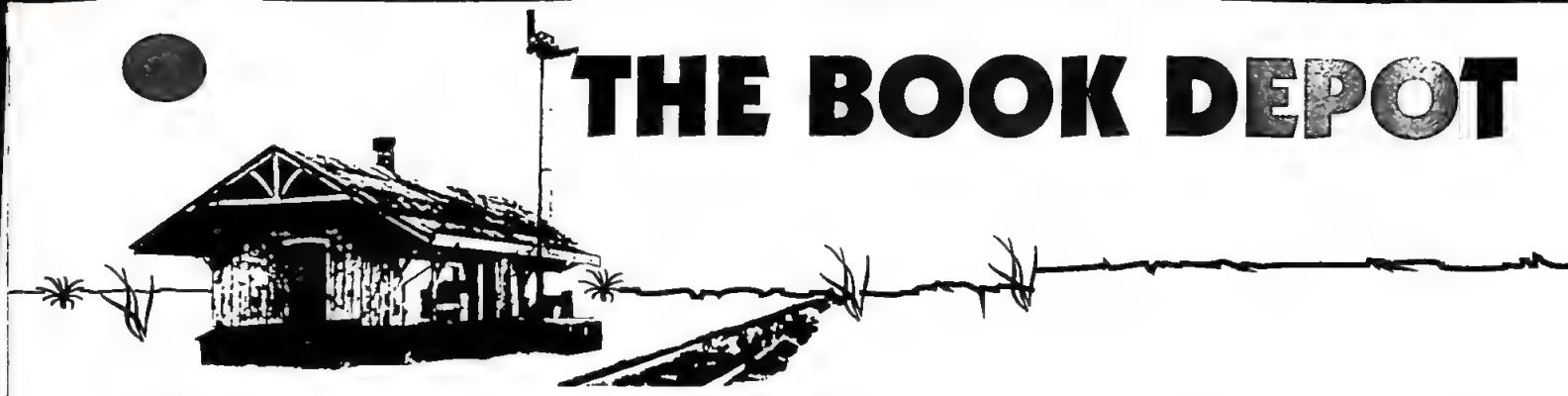

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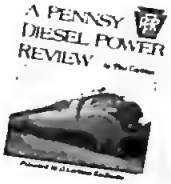

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9am-2pm. Admission $3, kids under 12 free. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

ELMONT, NEW YORK, August 11. St. Vincent DePaul's Parish Model Train and Toy Show at St. Vincent's School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, seniors $3, under 12 free. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 17. Sunshine Railroadiana and Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and SR 44, 9.30am-3:30pm. Admission $3, under 13 free. Contact: Phil Cross, 410 North Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

FRANKLIN SQUARE, NEW YORK, August 18. RR Lines Train & Toy Show at the VFW Hall, 68 Lincoln Road, 9am-1pm. Amission $3, under 12 free with an adult. Information: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010, 516/775-4801.

ATLANTA, GEORGIA, August 24. Southeastern Railroadiana Collectors' 19th Annual Railroadiana/Model Train Show at Georgia International Convention Center, south of Atlanta Airport adjacent to Sheraton Gateway Hotel, 9am-4pm. Admission $4, under 13 free. Contact: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

MILTON, PENNSYLVANIA, August 25. Central Pennsylvania Chapter NRHS 21st Annual Train Meet at White Deer Search & Rescue Hall, Rt. 45 south, 9am-3pm. Admission $3, under 12 free. Contact: William Lawton, RR 2 Box 472W, Sunbury, PA 17801; 717/286-1915.

CLEVELAND, OHIO, August 25. Trolleyville's Trainfest Train Show, 7100 Columbia Road, 10am-4pm. Admission $3, family $5. Contact: Carolyn Hassell, Trolleyville USA, 7100 Columbia Road, Olmstead Township, OH 44138; 216/235-6556.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Memories of Norfolk & Western 611," produced by Greg Scholl Video Productions, P.O. Box 123-R, Batavia, OH 45103-0123; 513/732-0660, is a collection of modern video footage of the last several runs of N&W 4-8-4 611 in the Cincinnati, Ohio, area. Norfolk Southern Corporation pulled the pin on its steam program late in 1994, and the 611 has since been cooled and returned to the Virginia Museum of Transportation in Roanoke. Included on this tape are sequences of passenger outings of the June 21, 1992, *Independence Limited* trip to St. Louis; a September 14, 1992, seven-car freight train from Portsmouth to Cincinnati (611's last westbound move here without a diesel helper); a September 20, 1992, Cincinnati-to-Danville, Ky., NRHS trip; a September 21, 1992, five-passenger-car ferry move from Cincinnati to Portsmouth; the eastbound portion of a September 10, 1994, Cincinnati to Portsmouth round trip excursion; a September 11, 1994, Cincinnati to Danville, Ky., trip (the first excursion to depart from the restored Cincinnati Union Terminal, and the last NS steam trip to assault Erlanger Hill south of town) and a September 21, 1994, Cincinnati to Columbus ferry move, via Portsmouth. Also included is an August 11, 1991, Kenova, W.Va., to Danville, Ky., ferry move of N&W 2-6-6-4 1218 returning to Birmingham after the NRHS Convention in Huntington, W.Va. This turned out to be the last time 1218 ran on the Portsmouth-to-Cincinnati line. A few of the best scenes from each trip are shown, and none of the scenes duplicate other outings. Some of the scenes here of 611 on Erlanger and Peebles hills are among the loudest performances I've heard from 611. All of the footage is shot from lineside, and the scenes are all well framed and executed. This is a fine souvenir of 611's last runs along the old route of the *Powhatan Arrow*. 60 minutes, $29.95 plus $4.00 shipping (Ohio res. add 6% sales tax).

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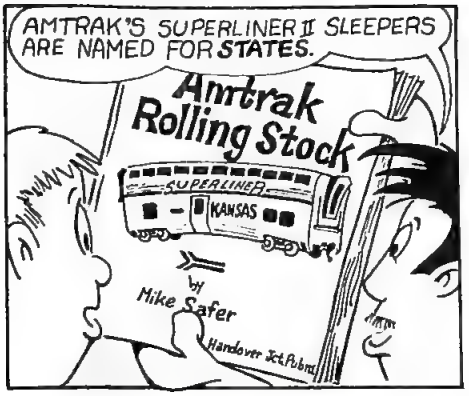
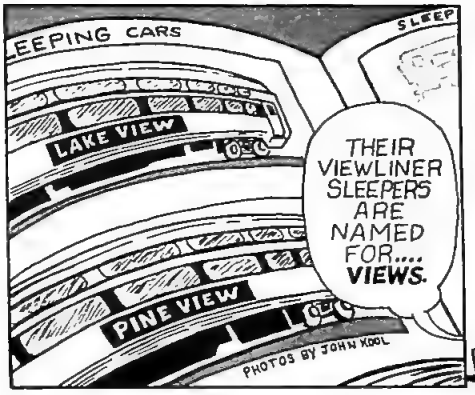
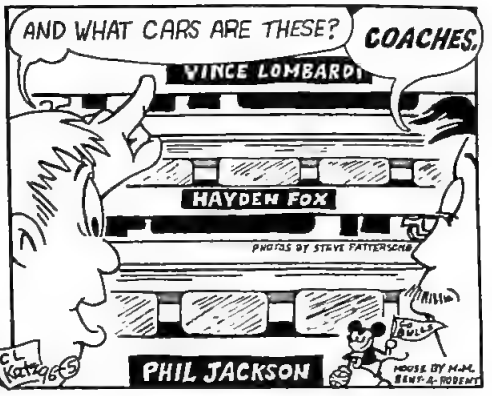
by CURT KATZ







The Willamette *Daylight*

For ten days in Oregon during October 1995, Portland-based Southern Pacific *Daylight* 4-8-4 4449 pulled revenue freight and special passenger trains on the nearby Portland & Western and Willamette & Pacific short lines. These moves were good exercise for the 80-inch-drivered 4449, and engineer Doyle McCormack described the outing in detail in our February 1996 issue. Pentrex cameras were there, and they've assembled the best scenes from those ten days in **"Daylight 4449's Oregon Journey,"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109; phone 800/950-9333 or 818/793-3400.

The running joke among some of the hardcore railfans attending was "ten days at ten miles an hour" with the streamstyled 4449. However, the scenes on the tape show that the event was, indeed, worthwhile. Much of the tape was shot in sunlight, and the orange-and-red 4449 makes quite a sight while leading strings of boxcars or gondolas or the private passenger cars. While much of the W&P and P&W trackage is 10 m.p.h., there are lengthy stretches of faster track, and all of it scenic. Wooden trestles abound, and the 4449 crew made each appearance photographically dramatic. The views are mostly lineside with some stretches of pacing and views from the business car during one day, plus some street running.

This was the 4449's first outing in three years, and it provided much public relations good will for the host short lines and the 4449 crew. The video is easy viewing, and it's not often that big steam hauls revenue freight these days. "4449's Oregon Journey" runs 56 minutes and sells for $29.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

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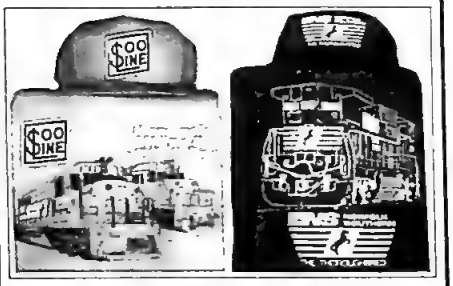

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Transit Currents

PCC Success

San Francisco's new F-Market Street line opened September 1, 1995, and proved all the naysayers wrong. The line, which features erstwhile Philadelphia PCC's decorated in the liveries of cities that operated PCC's (and even Louisville, which bought them but didn't operate them), has been an enormous success. Demand is extremely heavy, and MUNI rail management is beginning to wonder whether they will have enough PCC's for the eventual extension of the F line along the Embarcadero to Fisherman's Wharf.

This is really an exciting time on Market Street. Not only are the PCC's performing a needed (as well as fun) service, they are supplemented by historic cars from San Francisco, England, Russia, Japan, Italy and other places. Those seeking information on what is happening is San Francisco should contact the Market Street Railway Company, P.O. Box 425063, San Francisco, CA 94142-5063. *Inside Track* is the official newsletter of the Market Street Railway.

Interurban billboard

Robert W. Richardson, retired founder of the Colorado Railroad Museum who now lives in central Pennsylvania, says that part of a three-dimensional billboard featuring a Northern Ohio Traction light interurban car exists. The huge sign, erected for the Uniontown, Ohio, Business Association as a welcome to Uniontown, was put up in 1994 on Canton Road at a spot virtually on the grade of the Northern Ohio. Mr. Richardson says the sign is about one-half scale and includes lights as well as a classic interurban pilot that protrudes from the billboard. Fans traveling through that part of Ohio should take note and pictures.

Calgary commuter experiment

A new five-month commuter rail experiment which began in April 1996 is taking place in Calgary, Alberta. The city is sponsoring the operation of a diesel-powered rail car along existing CP Rail trackage on the south side of Calgary. The service extends from 162nd Avenue at Shawnessy station north to the Anderson light rail station, and operates during rush hours only. If the experiment is successful, it is likely to be continued and perhaps expanded to other places in the vicinity of Calgary.

The particular charm of the idea is that Calgary is laced with rail lines now used for freight service, and some are used not very frequently. The plan is to make better use of what is already there to help divert motorists away from congested ares by leaving their cars in outlying spots. Eventually the light rail system might be extended along corridors that could be initially developed by using regular rail lines in commuter service.

The new service will be provided with a self-propelled diesel car, the RegioSprinter. This modern version of the rail diesel car is being promoted as a way of expanding service in areas where electrification has not yet taken place or would be too costly for the amount of traffic involved.

Thanks very much to George A. Moore for the information. He wrote that he wonders whether Canadian Pacific's announcement to move the head office of CP Rail to Calgary has anything to do with the willingness of CP Rail to consider its lines for various transit services in the city.

New Orleans expansion

The work on linking the Riverfront line in New Orleans with the St. Charles line was expected to get underway in April of 1996. According to plans that have been developed, the Riverfront line will have its gauge altered to match the St. Charles line so that cars can be used interchangeably between the two lines.

Moreover, a new rail link will be the first step in putting streetcars back on Canal Street. The two-block link between the existing St. Charles and Riverfront lines will allow the pair to be joined. Eventually the Canal Street line will run from the New Orleans central business district along Canal Street to Bernadotte Street, just short of City Park Avenue. A branch will run down North Carrollton Avenue to City Park Avenue, where it will terminate on Marconi Boulevard close by Tadd Gormley Stadium. The project is expected to cost about $92 million. Also in planning stages is a line that would head inland from an extended Riverfront streetcar line along Race Street and eventually use Loyola Avenue to circle the downtown area.

Finally, a Desire streetcar line is a long-range proposal; it would operate on Royal and Bourbon streets, in a generally easterly direction, to the industrial canal. Thanks to Otto A. Goessl for the news from the land of Mardi Gras, delicious gumbo and jazz.

Cutbacks in Chicago

Things have not been going well for transit in Chicago in recent years. The problem is largely financial, but it has led to service

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BY GEORGE M. SMERK

in San Francisco

cutbacks of major proportions. For many decades Chicago was famous for its skip-stop A and B trains that allowed faster running times on double-track rapid transit lines that lacked express tracks. The A and B trains are now a thing of the past; all trains stop at all stations, lowering the quality of service.

Worse yet in terms of the convenience of the service, headways on the Chicago rapid transit have been lengthened. It will affect mostly off-peak service, but the non-rush-hour trains that were generally running every 8 to 10 minutes in the past will now run every 15 to 18 minutes. The less frequent trains will have more cars in the consist to reduce crowding. Off-peak bus service will be curtailed significantly, with headways of every 8 to 10 minutes lengthened to every 12 to 15 minutes.

What Chicago had achieved in the post-war era was a true network of service, with frequent, short rapid transit trains and frequent bus service. Transferring from bus to train and vice versa was easy, and trips could be completed by transit in a minimum of time. That is changing now, and the entire system has become less convenient, particularly for off-peak travel. I have been told that Chicago has the lowest level of off-peak transit service in memory.

The quibbles between Chicago's Mayor Daley and the Republican-run state of Illinois continue over the issue of the Downtown Circulator. I have to be frank in saying I am not sure whether the Downtown Circulator will be a go or no-go. I keep hearing both sides of the story. I am inclined to believe that the project is dead for the foreseeable future. Politics being what it is in Chicago, this does not mean that it will not be built at some time in the future. Many thanks to Mark Schwinn and many frustrated residents of Chicago and Oak Park with whom I spoke.

South Florida Regional Authority?

Dade, Broward and Palm Beach counties in Florida are giving serious consideration to forming a South Florida Regional Transit Authority, which would embrace Miami, Fort Lauderdale and West Palm Beach. The commissioners of the three counties formed a new panel that includes the transit directors for each of the counties to prepare a detailed study on the wisdom of forming such an authority; the study is to be completed by July of 1996. The formation of such an agency would break down the barriers of bus and rail service between the counties. Most bus services halt at the county line, even though there is a great deal of intercounty travel.

The Tri-Rail commuter service has some financial problems, which in part stem from being an operation that serves three counties. It is an awkward situation and one that can become politically difficult. The MetroDade Transit Authority would also find it easier to extend its rapid transit line north into Broward County if it were part of a regional authority. The destructive hurricane of 1993 gave an incentive for many residents to move north of Miami and out of Dade County and into Broward and Palm Beach counties. The market for rapid transit service in the south part of Broward County should be a good one. Thanks to Mitchell Green for the information.

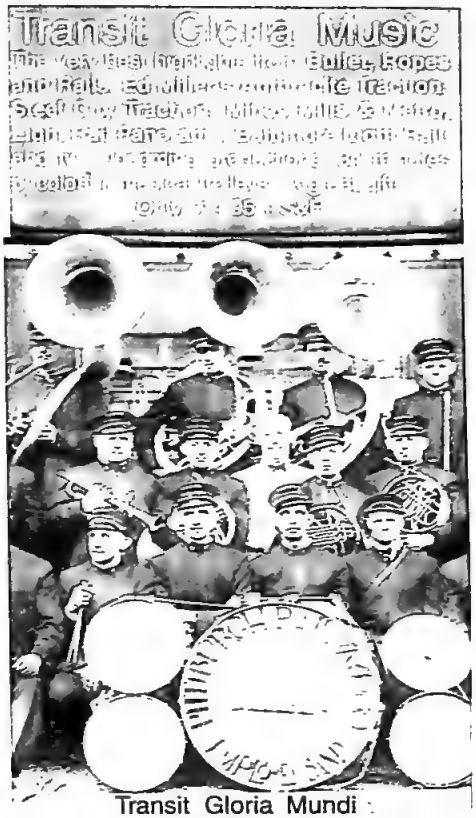
Flashes

From the Twin Cities area, George Isaacs writes that the movement toward light rail transit to serve **MINNEAPOLIS AND ST. PAUL** has slowed to a crawl. Several appointees known to be anti-transit and anti-rail or, at best, only sluggishly supportive of light rail are in positions where they can slow things down. Perhaps rail transit matters will speed up some time in the future. Will Lake Wobegon get light rail before the Twin Cities?

Suburb-to-suburb transit is one of the toughest kinds of service to provide. That does not mean that the transit industry cannot respond, but it does mean that conventional responses are apt to be inadequate. A new publication by the **TRANSIT COOPERATIVE RESEARCH PROGRAM**, administered by the Transportation Research Board, is titled "Innovative Suburb-to-Suburb Transit Practices." It is available from Lou Sanders of the American Public Transit Association (1201 New York Ave. NW, Washington, DC 20005, 202\898-4000; fax 202\898-4070).

Officials in **ST. LOUIS COUNTY** are being encouraged to become more organized so that the MetroLink light rail service can be extended west into Maryland Heights. The cities of Maryland Heights, Creve Coeur, and Olivette have all passed resolutions in support of a $626.6 million plan, but these communities have not made an organized effort toward getting the plan approved. The western extension of the MetroLink would begin at a point just east of St. Louis' Lambert International Airport at Interstate 70 and Springdale Avenue in Berkeley, and would terminate at Mid-Rivers Mall in St. Peter. Thanks to Neubie for the news.

The **CHARLOTTE, NORTH CAROLINA**, Trolley Museum operates Saturdays from 10:00 a.m. to 4:00 p.m. and is available for groups and tours at other times. The line now operates from the convention center along the Norfolk Southern right-of-way to Atherton Mill. Car 85, the last streetcar to operate in Charlotte, is restored and acts as the magic chariot to the past. The Charlotte Trolley Museum is located at 2104 South Boulevard. Thanks David E. Crawford for the news.



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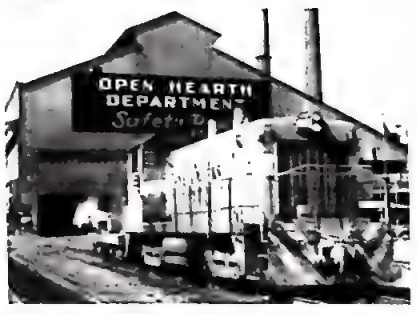

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THE NEWEST BNSF PAINT SCHEME On May 24, 1996, VMV Enterprises in Paducah, Kentucky, turned out Burlington Northern Santa Fe SD60M 9297 in a Great Northern-like orange and dark green rendition of the BN SD70MAC green-and-cream styling. Between the orange and green colors are red separating strips; the engineer's side has a three-inch red stripe between the orange and green, and the fireman's side has three one-inch stripes arranged red-blue-red between the green and orange. Large BNSF letters are on each carbody side and the new BNSF corporate herald is on the nose. The new herald is basically the Santa Fe cross with "Burlington" and "Northern" written outside the oval and "Santa Fe" written horizontally within oval as before. The unit rolled out on May 24, was in Chicago by Memorial Day and headed west on BN Train No.3 to Seattle, where it arrived on May 28.

The 9297 will tour the Northwest, and employees who view it are being asked to vote by telephone on which side they prefer — a third option is "don't like the scheme at all." The employee input will be incorporated into a final version, which will be applied to the order of 164 Dash 9-44CW's coming from GE beginning later in 1996. A formal roll-out of the final version is being planned.

So far the comments on the new livery have been positive. Somewhere the 9297 received a modification that prevented it from leading on Train No.3; at least one crew tried to rearrange the consist to put 9297 in the lead but was told not to because "new equipment wasn't set up yet." The 9297 hit the road the very day this issued went to the printer; we'll have full photos next month.

LOCOMOTIVE LEASING PARTNERS May 2, 1996, marked the beginning of Locomotive Leasing Partners, a joint venture between GATX Capital and EMD. The managing directors for the new company are Craig McClain of GATX and Rich Marchese, who managed the EMD leasing program. The combined lease fleet now numbers several hundred units, and the new company has a new blue and white paint scheme (**page 12**) loosely based on the recent EMD lease fleet livery. The first unit painted was LLPX 6001, which was originally built as GP60 demonstrator EMD-7, one of three that were built with an SP-like headlight package including the red Gyralite. The EMD-5 will become LLPX 6002, and EMD-6 will become LLPX 6003. There have been reports that EMD 5740, the prototype 4200-h.p. SD45X demonstrator of 1970, which of late has been a test bed for EMD's engineering department, will be rebuilt into an SD40-2 for the LLPX lease fleet.

CP RAIL SYSTEM CORPORATE DOINGS Effective April 2, 1996, CPRS consolidated all of its money-losing eastern lines into a separate busines unit called the St.Lawrence & Hudson Railway. This includes most of the trackage in Quebec and Ontario, plus the Delaware & Hudson and the Chicago-Montreal corridor. Most of CPRS' remaining Alco fleet has been transferred to the StL&H. Also, CP Rail System is considering returning its corporate name to "Canadian Pacific Railway." That decision — and maybe a new paint scheme — should be announced by July 1st.

CP Rail System is about to repatriate 4-4-0 No.29 from the Salem & Hillsborough in New Brunswick and move it to the new corporate headquarters in Calgary, Alberta. The 29 and companion 4-6-0 1009 were heavily damaged when a fire ravaged the Salem & Hillsborough enginehouse on September 16, 1994. CPRS was arranging to move the 4-4-0 on flat cars at press time, and they plan to cosmetically restore 29 and place it on display. The 29 was built in 1887 by the CPR shops, and it was the locomotive to close out the steam era on CPR.

The new CPRS headquarters will be within the Gulf Canada Square office park in Calgary, west of CP Hotels' "The Palliser." The target date for the move and the restored 29 is September 9, 1996.

SOUTHERN PACIFIC 1233 The Yolo Shortline Railroad at Woodland, California, recently completed a restoration of Southern Pacific 1233, a 1918 Baldwin 0-6-0. The locomotive was donated by SP to the city of Woodland in 1956 and had been displayed at the Yolo County Fairgrounds. The railroad leased the switcher from the city and operated it for the first time on May 5, 1996 (**page 18**).

The Yolo Shortline Railroad operates former Sacramento Northern trackage between Woodland, West Sacramento and Clarksburg, California. The West Sacramento-Clarksburg section was part of SN's Sacramento-Oakland main line and was electrified from its construction in 1913 until the SN dieselized. When SP 1233 made its maiden run on May 5th, it became the first live steam locomotive to ever traverse this 73-year-old trackage. Several photo runbys were held during the trip, and while in West Sacramento the switcher exchanged whistle salutes with UP 0-6-0 4466, working across the river at the California State Railroad Museum's Sacramento Southern tourist railroad.

IT WAS ALL BUSINESS ON KEDDIE A joint BNSF/SP/UP officers inspection train operated westbound on UP's Canyon Subdivision main line through California's Feather River Canyon on May 8, 1996. The trip ran to familiarize BNSF management with trackage rights routes they will operate under an agreement with UP once the UP-SP merger is complete. High level operating department officials from SP and UP were on the train to answer questions and finalize details of various deals concerning the pending operation of Denver to northern California BNSF freight service. The train backed over the north leg of Keddie Wye and up the Bieber Subdivision so BNSF officials could inspect the geography at Keddie. At Roseville the train reversed direction and returned east via Donner Pass.

The train originated in Chicago and travelled west to Denver via BNSF. At Denver SP GP60 9776 was put on the point for the trip over the former Rio Grande main to Salt Lake City. From there it followed UP's former Western Pacific line to Portola and the Feather River Canyon. The train's consist included BN business cars *Stampede Pass*, *Red River* and *Glacier View* —WAYNE I. MONGER.

COALMONT BRANCH ROTARY Union Pacific rotary plow 900082 was dispatched west from Cheyenne, Wyoming, to the Wyoming-Colorado Railroad's ex-UP Coalmont Branch to clear the line between Laramie and Northgate, Colorado, during early May 1996. Ironically, this special move was done to prepare the WYCO branch for abandonment and removal. The plow was pushed by UP SD40-2s 3541 and 3451 bracketing leased Conrail C30-7 537.

On May 5th the plow train crossed the snowless dry plains south of Laramie before climbing the mountains out of Centennial. The first significant drift, six feet deep, was encountered near Albany, and several more drifts of similar depth were moved aside. Warm weather had made most of the drifts extremely dense and wet. Except for a grade crossing where ice-jammed flangeways caused a minor derailment, the rest of the first day's work went without incident, and the train tied up in Fox Park for the night.

The next day a drift 12 feet high, a half-mile long and thoroughly packed, was attacked. It took four hours to defeat this drift, and when the plow emerged on the other side it was greeted by dry rail. The rest of the plowing to Northgate went routinely, and the train returned to Laramie on May 7th.

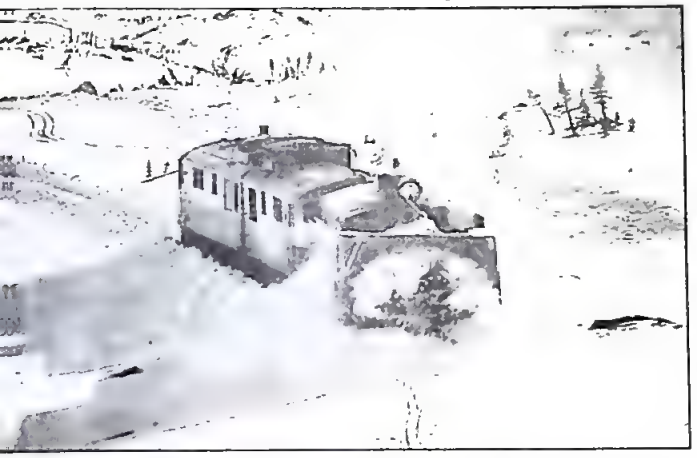
The WYCO no longer has any customers on the Coalmont Branch, and its FP7s and passenger cars are for sale in Laramie. The line was plowed so roughly 100 loads of coal could be removed from Walden, Colorado. Once the coal is gone, the line will be lifted to Northgate where 1,500 carloads of fluorospar ore owned by the U.S. government await removal. After the ore is moved, WYCO will abandon the entire line to Laramie, and the rail will be removed.

The Wyoming-Colorado purchased the 108-mile Coalmont Branch from UP in 1987, along with a disconnected 24-mile branch between Wolcott Junction and Saratoga, Wyoming. Operations on the Saratoga line remain unaffected.

GULF & OHIO SW1 1007 In anticipation of taking over Norfolk Southern's Lexington-Versailles trackage in central Kentucky, the Gulf & Ohio has moved former NS SW1 1007 (built as Southern No.9 in 1947 and sublettered for the Atlantic & East Carolina) to Versailles. Once G&O assumes ownership of the 13 miles of railroad it will be operated as the Lexington & Ohio.

The former Southern line connected Lexington (on Southern's CNO&TP) with SR's westward line from Danville to Louisville at Lawrenceburg. It was built by the Louisville Southern in 1889 and is now broken into three sections. In addition to the Lexington & Ohio, the Bluegrass Railroad Museum owns the line from

GARY HEGER, WHITE PASS & YUKON ROUTE

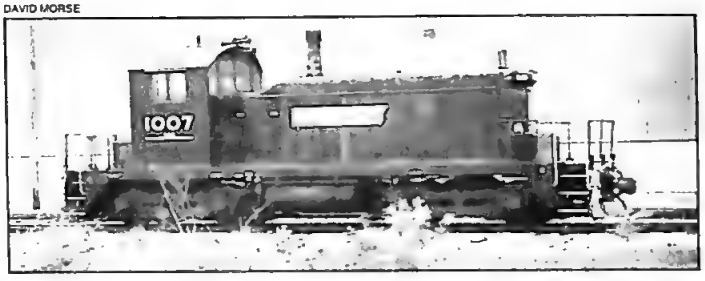


DENISE KLINGER

ROTARY PLOWS were used to clear the last of the winter snows this spring. On April 27, 1996, White Pass & Yukon Route's narrow gauge Rotary No.1 (**page 38**) was opening the line northward from the Canadian border into Alaska (**above**). On May 5th, Union Pacific plow 900082 was throwing snow on the Wyoming-Colorado at Harrison Cut near Albany, Wyo., (**right**). The former UP Coalmont Branch will soon be dismantled.

WAYNE I. MONGER

DAVID MORSE



GULF & OHIO SW1 1007 will be used to operate a 13-mile branch between Versailles and Lexington, Kentucky. The former Southern Railway branch is being purchased by the G&O and will be operated as the Lexington & Ohio.

IT WAS ALL BUSINESS ON KEDDIE when officials from BNSF, UP and SP toured the lines that BNSF will operate through trackage rights when the UP-SP merger is consummated (**left**). The special went west through the Feather River Canyon on May 8, 1996. It returned east via SP's Donner Pass.

Versailles to Kentucky River, and NS owns from Kentucky River to Lawrenceburg, where the branch joins the NS Western Division. From Lawrenceburg NS goes west to Louisville and south to Cincinnati via Danville.

GREAT CANADIAN RAILTOUR COMPANY Three GP40-2s have been leased from Helm for *Rocky Mountaineer* service by the Great Canadian Railtour Company. All three were painted in the company's colors before being delivered (**page 12**) and are former CSX GP40s. HATX 800 was originally B&O 4047, HATX 804 was originally SCL 1591 and HATX 805 was originally SCL 1598.

From 1990 to 1995 a pair of former Santa Fe B36-7s (7488 and 7498) powered the *Mountaineer*. Both units worked the 1990 season in AT&SF blue and yellow before being painted into GCRC's blue and white scheme. The locomotives were leased from General Electric during the railtour season and assigned to freight service in the United States during the winter.

When the initial five-year lease expired at the end of the 1994 season, GCRC looked into purchasing or leasing brand new power from GE or GM. They also considered buying first-generation diesels for the train. Before the start of the 1995 season it was decided to lease the B36-7s for one more year. After the '95 season GE sold both units (along with twelve other B36-7s) to BC Rail (see RAILNEWS, June 1996), forcing GCRC to seek new power.

CP Rail engineer Reg Rowell assigned to the *Rocky Mountaineer* thought the GE's served fairly well for six seasons. "All in all, I thought the two were pretty good little units," said Rowell, who handles the Railtour train over Kicking Horse Pass. "With just four axles the engines slipped more on wet rail than our [CP's] six-axle units. These models had a little slower throttle response, but both could get up there and run and weren't as noisy as our GM's."

GCRC could not confirm the length of the lease for the GP40-2s or whether they would be assigned to freight service off-season as the B36-7s were. The *Rocky Mountaineer* runs from Vancouver, British Columbia, to Kamloops, where it splits into two sections. One section traverses the Canadian National to Jasper, Alberta, while the other goes over the Canadian Pacific to Calgary, Alberta. Both pass through some of the most spectacular scenery in North America — STEVE JESSUP.

KCS "TUNNEL MOTOR" 4500 Ten microprocessor-equipped SD45T-2s are being delivered to Kansas City Southern via Helm Leasing from MK Rail. The rebuilt units are coming in KCS gray, complete with the Kansas City Southern Lines herald under the cab windows (**page 3**).

The units reflect a new cooperative arrangement between Helm and MK Rail. Helm will use MK Rail as its preferred shop, while MK Rail will promote the Woodward CLC microprocessor, of which Helm is the exclusive sales agent. This comes as MK Rail retrenches its operations, discontinuing the manufacturing of high horsepower units. They will sell their Mountain Top, Pennsylvania, facility as well as the 172 locomotives in their lease fleet. MK Rail will continue to rebuild locomotives and develop low-horsepower units.

LONGHORN RAILWAY A new operator has been selected by Austin, Texas, to operate over 160 miles of city-owned trackage between Giddings and Llano. The Central of Tennessee Railroad & Navigation Company will operate the line as the Longhorn Railway.

Four locomotives have been painted and lettered for the new railroad with Central of Tennessee heralds (which look like the old Tennessee Central herald). Longhorn 2004 and 2005 are former SP GP9s, and 2006 and 2007 are former D&RGW GP35s (**page 12**).

Austin's Capitol Metro Transit Authority purchased the track from Southern Pacific in 1986. The initial operator was the Austin Railroad Company (doing business as the Austin & Northwestern Railroad), the second road in the already expanding RailTex empire.

In addition to the Longhorn, the Central of Tennessee operates 19 miles of former Tennessee Central track between Nashville and Chapmansboro, Tenn., for the Cheatham County Rail Authority.

WISCONSIN CENTRAL Global expansion continues. After taking over New Zealand's national network in 1993 and the Algoma Central in Canada in 1995, the Wisconsin Central has expanded its operations to Great Britain. WC's "English, Welsh & Scottish Railway" owns no track but will operate Britain's mail and unit-freight business. Two locomotives, 37057 *Viking* and the 60019 (**page 3**), have been painted into WC's maroon with safety-mandated yellow ends.

To upgrade its British locomotive fleet, WC has ordered up to 250 new locomotives from EMD. They will be 3000 h.p. units with a cab at each end and feature EMD's high adhesion wheel creep system. Initial deliveries are to begin as soon as possible, with between 25 and 100 units delivered per year. Manufacturing will take place at both the GM plant in London (Ontario, not England) and the EMD plant in LaGrange, Illinois. The sun never sets on Wisconsin Central!

Meanwhile, WC began operating intermodal service with CN North America on April 1, 1996. Numbered 178/179, the trains come off CN's Duluth, Winnipeg & Pacific at Superior, Wisc., and travel over WC to Neenah. Other WC trains handle the traffic between Neenah and Chicago. — STEVE GLISCHINSKI AND MIKE WALKER.

MORRIS COUNTY CENTRAL 0-6-0 4039 On May 11, 1996, Morris County Central 0-6-0 4039 returned to its home rails at Whippany, New Jersey. After many months of negotiating with NJ Transit over moving the 0-6-0, the Morristown & Erie ventured over to the NYS&W at Rochelle Park, N.J., to get 4039 and NYS&W Technical & Historical Society's Budd RDC car M-1 to bring them both to Whippany. The Whippany Railway Museum purchased the 0-6-0 in 1995 from private owner Frank Larkin, who had kept it on the Stourbridge Railroad in Pennsylvania. The Museum made it roadworthy with partial sponsorship from Slik 50 lubricants, and Susquehanna moved it into New Jersey during the fall of 1995.

The 0-6-0 pulled tourist trains at Whippany during the 1960s and 1970s as Morris County Central 4039, and it moved with the MCC up to Newfoundland on NYS&W rails in 1974. The railroad went out of business in the early 1980s. Former-MCC people helped establish the Whippany Railway Museum after the MCC demise, and they hope again to pull passenger trains on the Morristown & Erie. MCC-founder Earle Gil purchased 4039 in 1965 and former-Southern 2-8-0 385 in 1963 from the Virginia Blue Ridge in Piney River, Virginia. The museum has begun fund raising to make 4039 operable; tax deductible contributions can be made to the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981.

PENNSY K4 1361 Looking more like a Bowser or Penn Line HO-scale kit than an actual locomotive, Pennsylvania Railroad K4s Pacific 1361 moved from its Altoona home to Scranton, Pa., between May 9 and 11, 1996, aboard two flat cars and two gondolas. The move was part of a complicated deal between the Railroaders Memorial Museum in Altoona, Pa., which owns the locomotive, and Steamtown National Historic Site, which will restore the 1361 on a contract basis. The RMM received a roughly $400,000 federal ISTEA grant to repair the 1361 in 1992, and that money will be lost if 1361 isn't acted on in time. There's still much paperwork to do between all of the involved parties, so it's not yet a done deal. But at least the locomotive is in Scranton, poised for work to begin. The preliminary evaluations and estimates are for a two-year overhaul to begin later this year or early in 1997.

DANBURY UNION STATION Over 5000 people attended the grand opening of the Danbury Railway Museum in western Connecticut on April 20-21, 1996, the culmination of two years of work by the museum's volunteers. The museum is located in the 1903 Danbury Union Station and the adjacent rail yard.

Trips were operated over the former New Haven's Maybrook Line each day using Connecticut DOT's FL9s in full New Haven paint. The museum owns Alco RS1 400 (lettered Rutland, nee-Illinois Terminal 753), a pair of Budd RDC's and several other pieces of rolling stock. In addition to the museum's own equipment, Metro-North and Providence & Worcester brought in locomotives for display. A night photo session featuring silver Metro-North FL9 2007, CDOT FL9 2024, former New Haven RDC 47 and RS1 400 was held Saturday night.

The museum's long-term goals include restoring the turntable in Danbury yard and operating regular excursions over the Maybrook line. The museum is currently open daily except Monday from 10:00 a.m. until 4:00 p.m.

WHITE PASS ROTARY In celebration of Alaska's upcoming Gold Rush Centennial, the White Pass & Yukon Route has restored steam-powered rotary snowplow No.1, which then cleared the last of the winter snow drifts on April 27, 1996 (**page 37**). It was the first time in 34 years that a rotary plow had been used on the WP&YR, which opened the line so tours could begin on May 1. According to Tom King, president of White Pass Corporation, the inaugural run started just south of Fraser, B.C., near Canadian customs, and ran north to Log Cabin, paralleling the Klondike Highway.

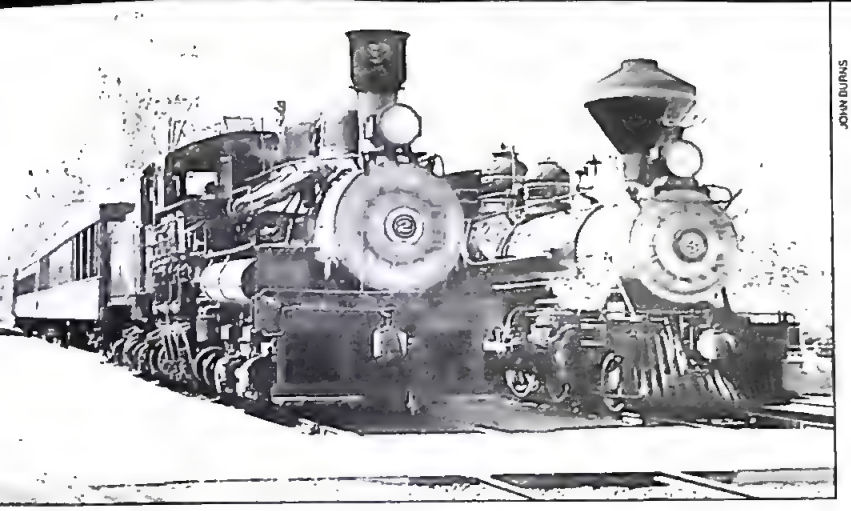
Plow No.1 was built in 1898 by the Cooke Locomotive Works in Paterson, New Jersey, and is one of only two operating narrow gauge steam-powered rotaries in North America. It was retired in 1962 when Caterpillar bulldozers replaced the rotary fleet. It was originally displayed at Lake Bennett, then later moved over to Skagway. Crews worked since last November to return it to service, including relagging and rejacketing the boiler, repairing the plumbing and running gear, hydrostatically testing the boiler and rebuilding the wood encasing the doors and windows. It will be on display at the WP&YR terminal in Skagway.

A METROLINER SNACK BAR COACH Strange as it may sound, the time has come for a Metroliner coach to enter the ranks of the preserved. Amtrak donated snack bar coach No.860 to the Railroad Museum of Pennsylvania in Strasburg. The Friends of the Railroad Museum raised $15,000 to finance the move from Amtrak's Wilmington Shops in Delaware to Strasburg. The car was pushed the final five miles over the Strasburg Rail Road from Leaman Place Junction (at Paradise) to the museum by SRR 44-tonner 33.

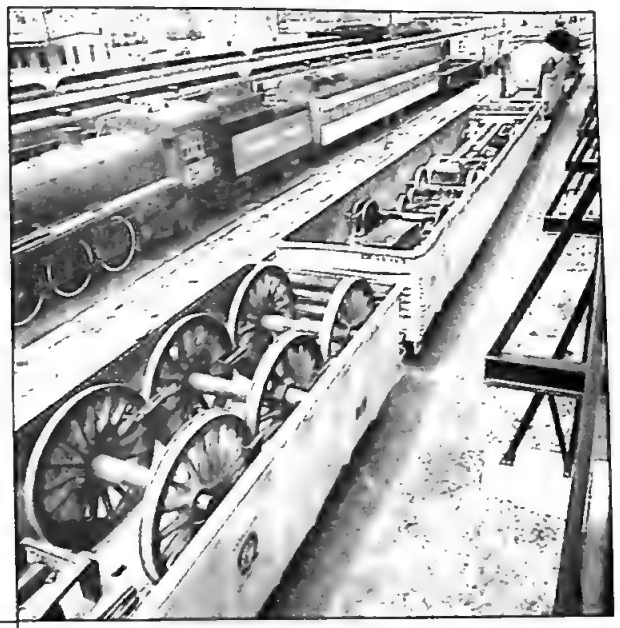
Metroliner 860 was one of the original order of 50 high-speed multiple-unit cars purchased by the Pennsylvania Railroad in 1966 from Budd. It was delivered to Penn Central in January 1969 and spent more than a decade racing up and down the Northeast Corridor between New York and Washington, D.C., for PC and Amtrak. While most of the Metroliner cars were rebuilt during their tenure on the Corridor, No.860 remained in its original configuration. Amtrak eventually put AEM7s and Amfleet cars into "Metroliner Service," bumping the rebuilt Metroliner cars to Philly-Harrisburg "Keystone Service." The unrebuilt cars were retired and stored at the Wilmington Shops. Many modified cars were rebuilt a second time into cab cars for *San Diegan* and *Atlantic City Express* service.

THE OLYMPIC TORCH RELAY Union Pacific's 19-car special train operating as part of the national *Olympic Torch Relay* proceeded as scheduled when the train departed Yuma, Arizona, on April 30, 1996, hauling the Olympic Flame on its multi-modal trek to Atlanta, Georgia. The flame is moving by various modes of transportation, blazing away on top of its specially-built cauldron car while on the rail segments of the Relay. At Phoenix the flame was transferred off the train and continued to Las Vegas by other means. Meanwhile the train, pulled by "Georgia green" SD40-2s 1896 and 1996, retraced its steps back through Yuma and over SP's Beaumont Hill in California (**page 3**), arriving in Las Vegas on May 1st where flame and train were reunited. The flame was scheduled to be transferred off and on the rails several times between April 30th and June 3rd, with the rail segments finally finishing in Chicago, Illinois.

The flame is surrounded by a curtain of air while it is on the

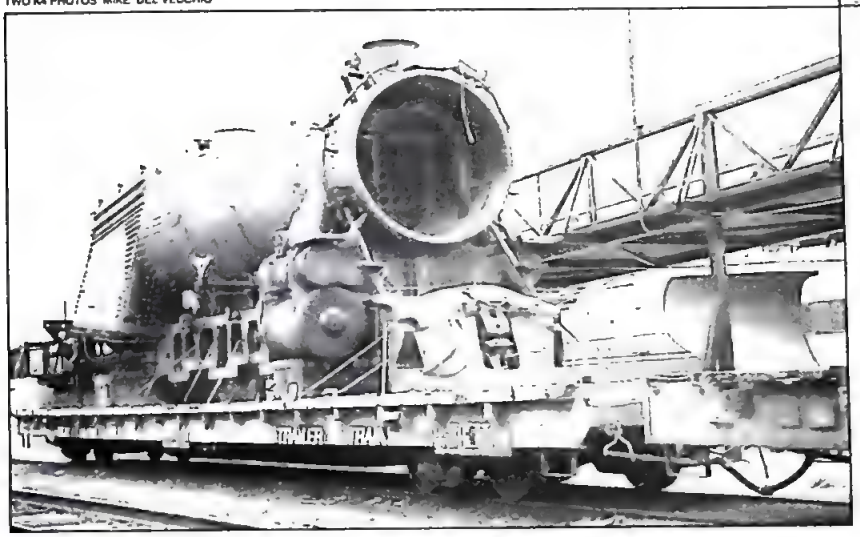


JOHN BURNS



SIERRA STEAM was up and running for the grand opening of Jamestown 1897 for its new operator, the California State Railroad Musem, on May 10, 1996. Feather River Railway Shay No.2 pulled public trips, while movie and television veteran, Ten-Wheeler No.3, pulled a media train that included a photo stop at the "Petticoat Junction" water tank.

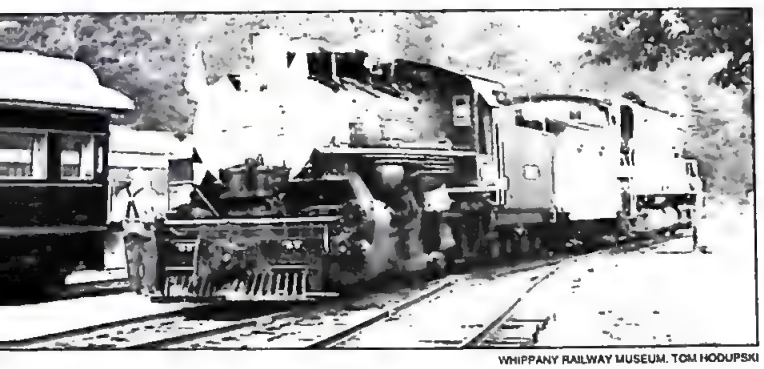
TWO K4 PHOTOS MIKE DEL VECCHIO



PENNSY K4 1361 in kit form was at Steamtown National Historic Site in Scranton on May 17, 1996. The locomotive and tender were shipped on two flat cars (**left**), while the drivers and the rest of the parts were moved in two gondolas (**above**). The K4 last ran in 1988, and its mostly political problems began when the main driver axle bearing — the middle axle in the gondola above — ran hot on the Conrail main line returning to Altoona from trips in York, Pa. Once overhauled and run in Scranton, 1361 will return to Altoona.

MORRIS COUNTY CENTRAL 0-6-0 4039 is in Whippany, N.J., on May 11th (**below left**) after a trip over NJ Transit slowly hauled by Morristown & Erie Alco C424 18. The U.S. Army switcher began its excursion career here in the 1960s.

A METROLINER SNACK BAR COACH was delivered to the Railroad Museum of Pennsylvania at Strasburg on April 27, 1996 (**below**). Amtrak donated the car and the Friends of the Railroad Museum raised $15,000 to finance the move.



WHIPPANY RAILWAY MUSEUM, TOM HODUPSKI

ANTHONY J. DIYENNA

moving train, keeping it from blowing out at high speeds or when passing other trains. The only problem the flame has encountered was off the rails when a runner tripped and fell, dropping the torch he was carrying, and a trailing motorcycle ran over it, extinguishing the flame. Fortunately, an auxiliary flame from Athens, Greece, trails the display one, which was relit and continued on its way.

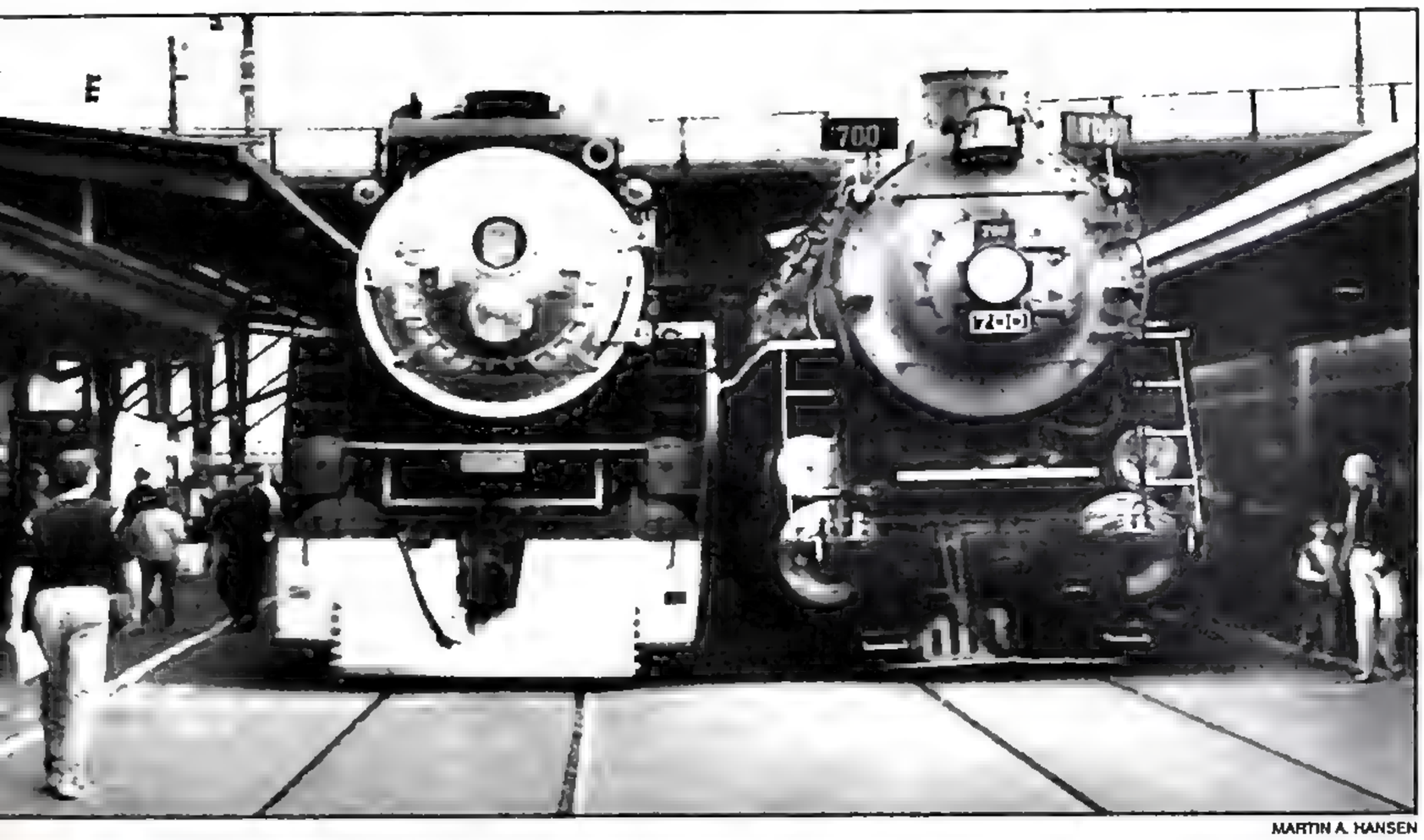
Union Pacific's public relations spokesman John Bromley has been with the train, usually riding one of the dome cars near the cauldron, and he said that "the flame makes an impressive sight, especially when the train passes through tunnels." He also described the awesome spectacle in many of the on-line torch towns that have had fireworks displays. All in all, Union Pacific has been quite happy and proud of their work with the *Olympic Torch Relay.*

SIERRA STEAM Railtown 1897 at Jamestown, California, celebrated its grand opening under the auspices of the California State Railroad Museum on May 10, 1996. CSRM took over all operations of Railtown when the concessionaire contract came up for renewal at the end of 1995. CSRM now operates the excursion trains, the retail store and roundhouse tours.

In conjunction with the grand opening, steam excursions were offered powered by 1922 Feather River Railway Shay No.2. Sierra Railroad's famous 105-year-old Ten-Wheeler No.3 made a special run for the media with the "movie train" consisting of Central Pacific coach No.2 from the 1880s and "shorty" combine No.5 and coach No.6, a pair built for the Sierra Angels Camp line in 1902. A runby was staged at the "Petticoat Junction" water tank, complete with living history players — JOHN BURNS.

PORTLAND CELEBRATES A CENTENNIAL

by George A. Forero, Jr.

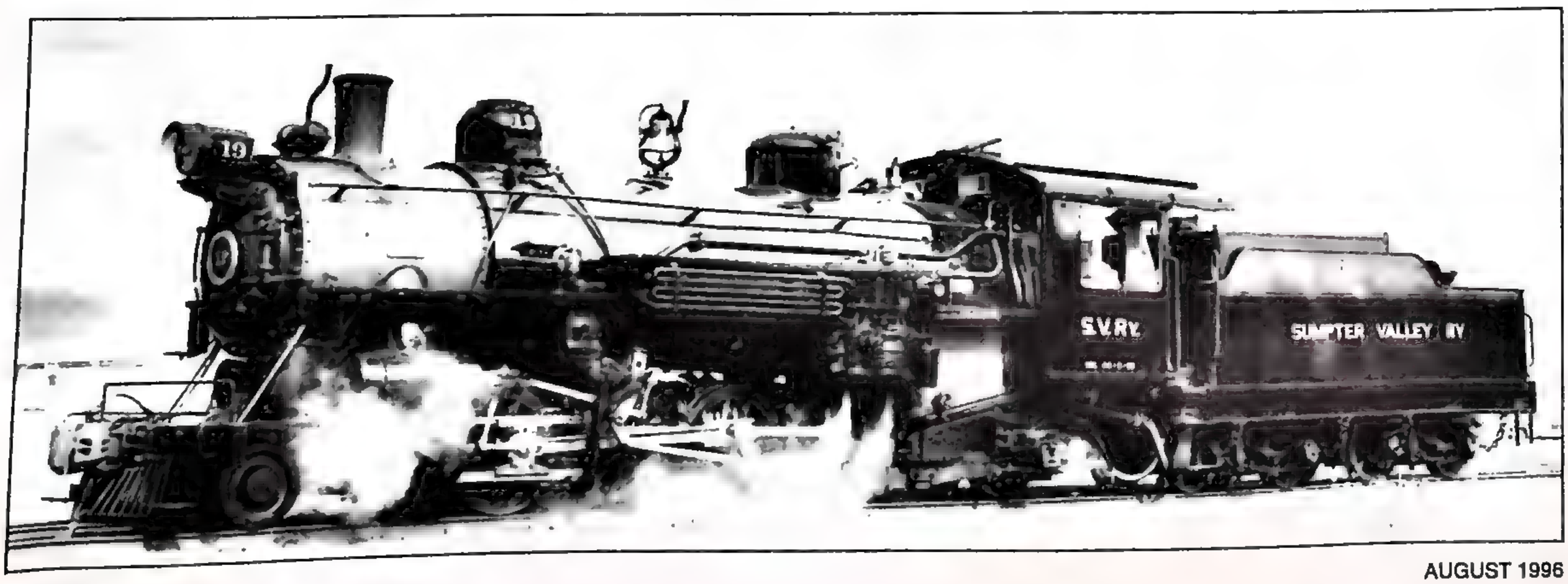


MARTIN A. HANSEN

Portland, Oregon, celebrated the centennial of its Union Station with three days of displays, tours, food and music on May 10 through 12, 1996. In addition to the actual celebration, Southern Pacific *Daylight* 4-8-4 4449 had spent the previous week operating an excursion train to Vancouver, British Columbia, and return — a remarkable event in itself, marking not only an increasingly infrequent main line trip, but one over the Burlington Northern Santa Fe and into Canada, as well. The Vancouver trip was originally planned as part of the celebration as a means to get British Columbia Royal Hudson 2860 to Portland for the Union Station festivities on a doubleheader with 4449 (see sidebar on page 42). The Royal Hudson stayed home, and only one of the two planned trips between Portland and Vancouver was run.

Portland Union Station opened on February 14, 1896, the project of a terminal company jointly owned by the Southern Pacific, Union Pacific and Northern Pacific. Initially referred to as

PORTLAND UNION STATION celebrated it's Centennial May 10-12, 1996, with a grand display of rail equipment and nearly 30,000 attendees during that time. Native SP&S 4-8-4 700 arrived under steam at roughly 7:00 p.m. on May 9th (**above right**), and it was spotted alongside SP 4-8-4 4449 (**above left**) for the entire event. Newly restored Sumpter Valley 2-8-2 No.19 (**below**) was live and moving to the delight of everyone. Union Pacific did the classy thing and sent its Centennial 6936 (**opposite center**) to the Centennial.



GEORGE A. FORERO, JR.

GEORGE A. FORERO, Jr

PANORAMIC PRINT: JOSEPH DeRENZO

the Grand Central Passenger Station, it took federal control during World War I to allow both the Great Northern and Spokane, Portland & Seattle into the facility and to finally make it a true "Union" Station.

During its first 100 years, Union Station was spared most of the remodeling efforts which destroyed the original architect's vision of numerous other big city stations. The only major alterations took place in the late 1920s when the interior was actually "opened up" and additional dormers were added to increase the natural light inside the building.

With the station now owned by the Portland Development Commission, plans call for it to serve as the centerpiece of the North Downtown Program, with new office, residential and retail development. Plans for the Northwest Rail Museum include use of the site for a museum and home for SP 4449, SP&S 4-8-4 700 and UP 4-6-2 3203.

The May 10-12, 1996, celebration saw three locomotives under steam: SP 4449, SP&S 700 and the narrow gauge Sumpter Valley 2-8-2 No.19. All three engines actually arrived at the station on May 9, with SP 4449 making its arrival about 2:00 p.m. with its excursion train after the day's run down from Seattle. The Sumpter Valley Mike arrived next, by truck. This three-foot gauge 2-8-2, a veteran of both the SV and the White Pass & Yukon, was completely overhauled at the Brooklyn roundhouse and this summer will run on the Sumpter Valley Railroad at Baker City, Oregon. It was unloaded onto a spur north of the depot where 600 feet of one rail had been moved inward and re-gauged to 36 inches!

The last arrival was SP&S 4-8-4 700, which not only came in under its own

No Royal Hudson?

When plans for the Portland Union Station Centennial became public, they included SP 4449 heading north to Vancouver, B.C., to meet BC Rail's immaculate Royal Hudson 2860. Both locomotives would pull a doubleheader to the Portland Centennial celebration, and after the festivities the 2860 would take the train back to Vancouver solo.

By early May ticket sales were still very low, and the Royal Hudson people decided not to run at a loss and not to run to Portland — only three dozen riders had to be contacted.

Meanwhile, the cancelled 2860 made the trip more of a money loser for the 4449. After a soul-searching meeting, the Friends of the 4449 felt that keeping their commitment to BNSF was more important, and 4449 made the Vancouver run. Operationally, the trip was near perfect, although riders were bussed between Seattle and Everett as BNSF was concerned with the recent flooding in the area — M.D.

About Sumpter Valley 2-8-2 No.19

Sumpter Valley 2-8-2 19 was built by American Locomotive's Schenectady Works in 1920 (c/n 61981) as No.100; it's not known exactly when the SV numbered it 19. The 44-inch-drivered, 65-ton wood-burning Mikado hauled both freight and passengers on the 80-mile Sumpter Valley, referred to as the "Stump Dodger Line," which ran between Baker and Prairie City, Oregon.

In 1941 the SVRy sold the 19 and sister 20 to the White Pass & Yukon; the SV Mikes hauled tons of material to build the Alaska Highway during WWII. After retirement, the 19 sat derelict behind the Skagway shops until 1977, when she and the 20 were purchased by Sumpter Valley Railroad Restoration, Inc., and shipped to Sumpter, Ore., to await restoration.

GEORGE A. FORERO, Jr

SUMPTER VALLEY 19 steamed on re-gauged track at the Portland Union Terminal celebration alongside the track used for handcar rides.

In 1992 the 19 was trucked to SP's Brooklyn Roundhouse for overhaul; there she shared space with standard gauge stablemates SP 4449 and SP&S 700 for more than four years While Doyle McCormack and his 4449 crew were contracted to restore the 19, the project eventually became a team effort as the Sumpter Valley and the SP&S 700 crews joined in, and all worked together. "The roundhouse is getting fun again," 4449's Bill Stetler observed.

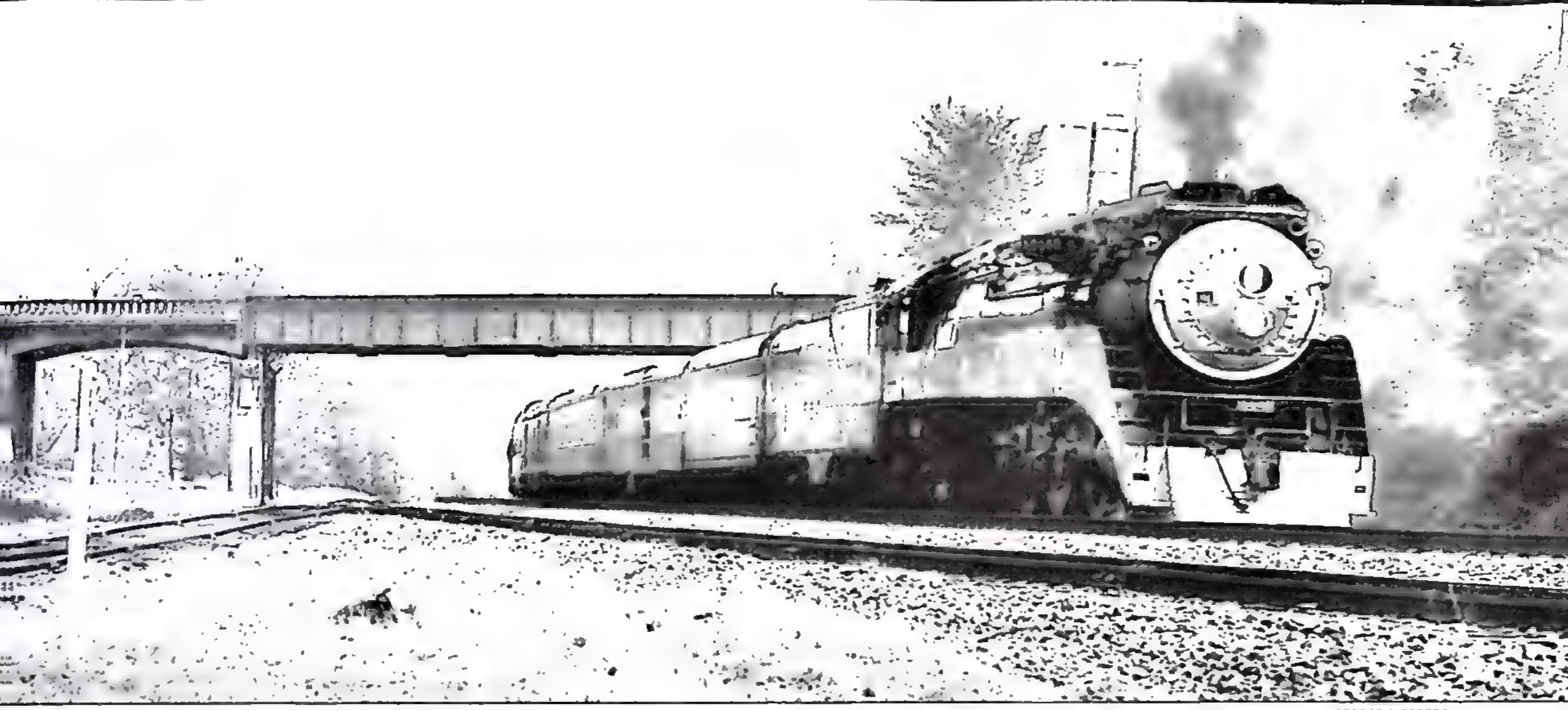
During restoration, the now oil-fired 19 was reunited with its original tender which had gone to Guatemala in 1947 with Sumpter Valley's two famous former-Uintah 2-6-6-2s. The 20's tender is also in Oregon.

During the 1996 Memorial Day weekend the 19 made its first run over a restored six miles of SV around Sumpter, Oregon, and plans are to run it most summer weekends — MARTIN HANSEN AND M.D.

power shortly after 7:00 p.m. but was pulling the Willamette & Pacific display equipment. Included in this consist which originated in the SP's nearby Brooklyn Yard, was Portland Traction SW1 100, W&P GP39-2 2304 and "Nickel Plate 324" (Doyle McCormack's RSD5). There was quite a bit of irony with PT 100 being towed by the 700: the little EMD SW1 was the same engine which not only placed the 700 into Portland's Oaks Park in 1958 but the same one which towed it out in 1977!

During the days of the celebration, Union Station was packed with both trains and people. With only Tracks 4 and 5 left for through freight and passenger movements, much shuffling of track assignments took place to keep the revenue trains moving. To keep the main waiting room relatively clear for regular Amtrak passengers, most exhibit booths were located in the area adjacent to Track 1 on the north side of the depot, partially under the Broadway bridge ramp. In this area were booths and exhibits from Amtrak Operation Lifesaver, Operation Red Block the Toy Train Operators Society, Friends of SP 4449 and the Crooked River Railroad. This last named exhibitor runs dinner trains on the City of Prineville Railroad, and they furnished information on this year's dates for operation behind the "Mount Emily" Shay (June 23, July 14, August 4 and September 29). A large modular HO railroad was on display by the Beaverton Modular Railroad Club. (Inside the main station were a few tables staffed by the Oregon Historical Society, Mt. Hood Railroad, Pacific Northwest Chapter NRHS and the Feather River Rail Society).

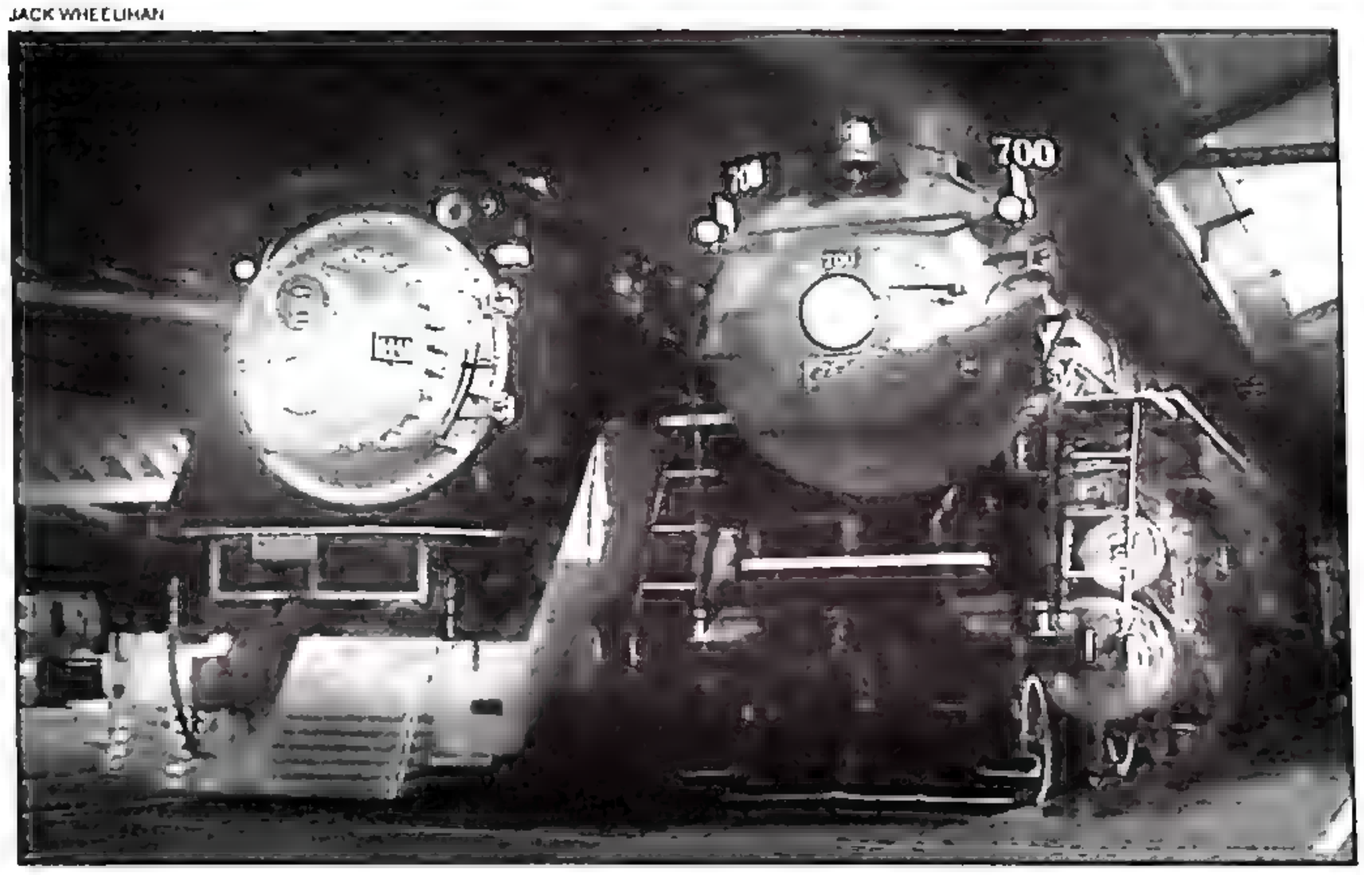
In addition to the steam locomotives



GEORGE A. FORERO Jr.

and diesels already mentioned, rail exhibits included Amtrak AMD-103 802 and a train of Superliner II equipment, UP DDA40X Centennial 6936, passenger cars *Mt. Hood* and *Abraham Lincoln*, GN caboose X40 and the excursion train pulled by the 4449, including three domes. The second Talgo train, which had been touring the West, arrived later on the 10th. Gunderson, Inc., was listed as the major sponsor of the event, and the company provided several exhibits, including a three-platform doublestack car, complete with BN and Santa Fe containers.

Rounding all this out were free handcar and section speeder rides on a short piece of track near the SV 19, which spent much of its time steaming up and down on Portland's newest stretch of narrow gauge track.



JACK WHEELIHAN

A SURPRISE MEET during 4449's return trip from Vancouver, B. C., was with Chehalis, Cowlitz & Cascade 2-8-2 No. 15 (**top**) which paced the *Daylight* through Chehalis, Wash., on May 9th. At Portland Union Station early Sunday morning, the 4449 crew took "night" photos (**above**) of the abreast 4-8-4s. Willamette & Pacific GP39-2 *Corvallis* and NKP RSD5 324 (**below**) were among the diesels on display.

JOSEPH DeRENZO

NORFOLK SOUTHERN RAILWAY

The Final Days

by John F. Sullivan

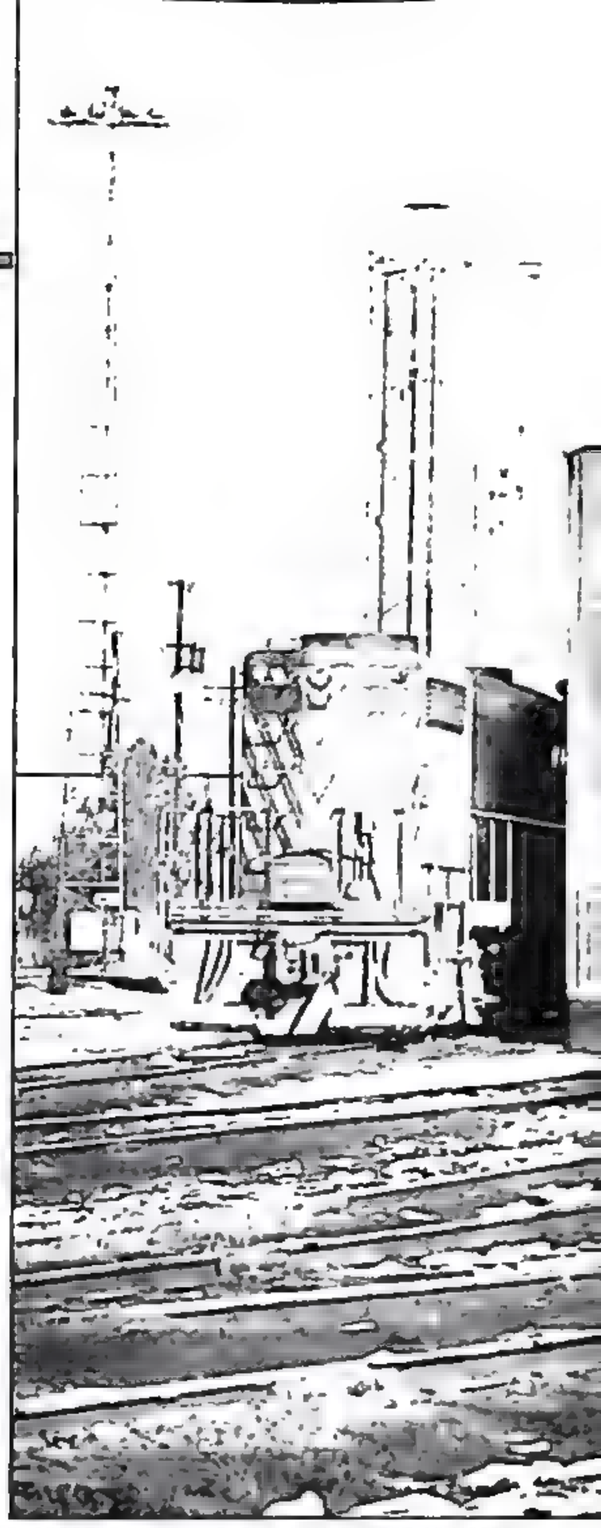
Today for most railfans, "Norfolk Southern" brings to mind a monster rail system with black diesels running backwards and a Thoroughbred image. However, just over 20 years ago the Norfolk Southern was a small regional railroad that was in the process of being merged into the Southern Railway.The "old Norfolk Southern," as it is often called nowadays, while not well known outside of the area it served, was a favorite of local fans. The first issue of G. M. McDonald's magazine, *The Short Line*, featured an operational summary of the NS just before the merger. By most standards, the NS wasn't really a short line, being just over 600 miles long, but *The Short Line* contended that while it may not have been a short line, it certainly ran like one. For me, that statement summed up the Norfolk Southern Railway very well.

I had been interested in the NS since the early 1960s and had concentrated my railfanning efforts on the central part of the railroad from Chocowinity to Gulf, North Carolina. My personal recollections include the offer of a ride from D&SC Junction back to Keene Yard near Durham, N.C. (D&SC referred to an NS predecessor, the Durham & South .Carolina). I was given the choice of either the caboose or aboard the Baldwin AS416. I accepted and chose the latter. The slide of that train remains my favorite NS photo.

There was a relaxed atmosphere around NS yards and even the Raleigh enginehouse. I don't recall ever being hassled or asked why I was there (maybe it was obvious?). It was probably just by chance, but the locomotives tied up at Fuquay-Varina almost always seemed to be spotted just right for photographing. And then there was the Bayboro branch, definitely a good nominee for a short line operation with its GE 70-tonners and light trackage. Unfortunately, the real world of recessions and bottom lines was catching up with the NS in the early 1970s.

At the time of the merger in January 1974, the NS was not exactly in the best of financial or physical shape. It had at best been marginally profitable during its last few years, and much of its track was in need of maintenance. The 383-mile main line from Norfolk to Charlotte wasn't in too bad of shape, but several of the branch lines had restrictions on the types of engines that could be used on them. The Belhaven, Fayetteville and Durham branches were off limits to Geeps, and the Bayboro branch was restricted to the 70-tonners. There was only one through freight in each direction on the main line, Trains 63 and 64, with the rest of the operations handled by locals and extras.

After the last of the Baldwin switchers (DS4-4-660 661-663 and DS4-4-1000 1001 and 1002) was retired and the last two GP38s were added in the mid-1960s, the NS operated with a roster of 37 diesels,



PHOTOGRAPHY: JOHN F. SULLIVAN, EXCEPT AS NOTED

BALDWINS, GEEPS AND 70-TONNERS summed up the NS Ry. motive power in the early 1970s. Number 1 and two other GP18s (**above**) had a freight at Knightdale, N.C., while three Baldwin AS416s (**opposite top**) posed grandly at Raleigh in February 1973. GE 70-tonner 703 was working at Bridgeton, N.C., (**opposite bottom**) in 1972.

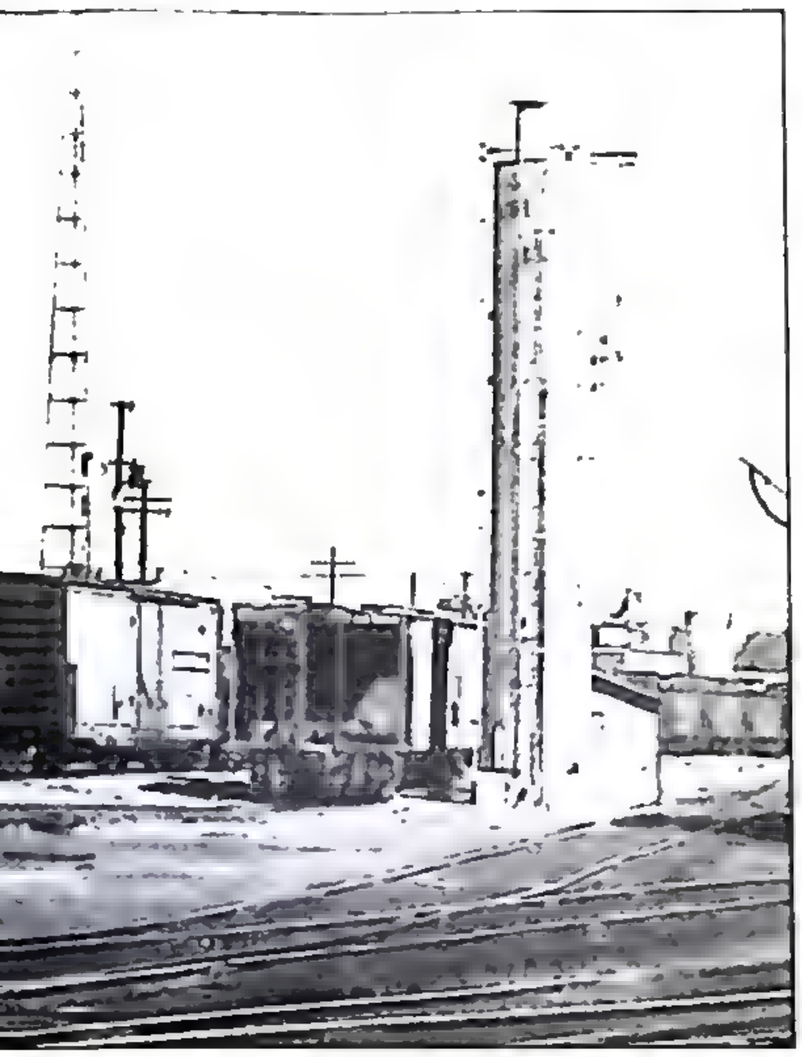
including GE 70-tonners 701 and 703 that were used primarily in the New Bern, N.C., area and on the Bayboro branch (the 702 had been sold to the Montpelier & Barre in 1967). Of particular interest to railfans were the eleven Baldwin AS416s, 1606-1617 (minus the wrecked 1614) that were used over almost the entire railroad except for the Bayboro branch (Baldwin DRS6-4-1500s 1501-1510 had been previously retired). The 17 GP18s (1-17) and seven GP38s (2001-2007) were the workhorses of the roster that handled most main line trains and were used on the unrestricted branches as needed (for color photos of NS motive power see page 60).

The Southern Railway merger

Changes came fairly rapidly after the Southern Railway merger of January 1974. The NS main between Raleigh and Charlotte was downgraded and saw only locals. The Southern's line from Greensboro to Goldsboro (part of the old North Carolina Railroad) was used for through freights to NS's

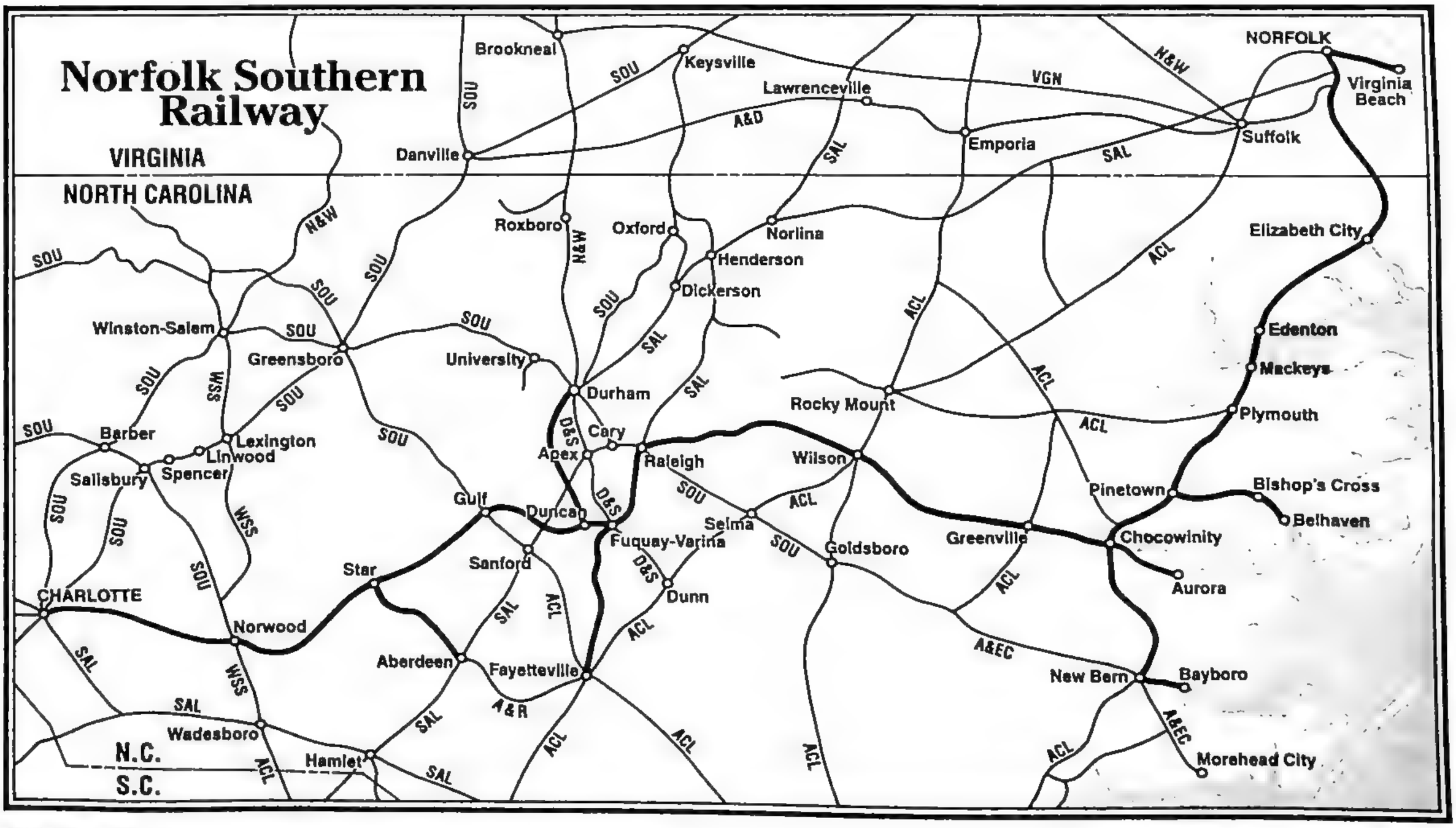
A SAMPLE OF EVERYTHING on the Norfolk Southern Railway except a 70-tonner was lashed up on a westbound at Glenwood Yard in Raleigh (**above**); GP38 2005 was leading GP18s 8 and 5 and Baldwin 1612. More typical work for the Baldwins was the 1611 (**below**) doing branch line local work at Keene Yard near Durham. The Baldwins' A1A trucks with the center idler axle gave the powerful units a light step on fragile track. Lone GP18 No. 10 was photographed near Aberdeen (**opposite**) in August 1974 on the branch down from Star. For color views of the NS "new image" livery introduced with the GP18s in 1963, as well as the earlier red, yellow and black of the Baldwin era, see page 60.

Glenwood Yard in Raleigh. The Southern shared a double track line with the SCL between Fetner (Cary) and Boylan (Raleigh); at Boylan, Southern trains going to Glenwood Yard would continue north on the SCL main a short distance to a new connecting track with the old NS main. From Raleigh to Norfolk the NS main was upgraded and saw a lot of traffic during the years before the Norfolk & Western/Southern merger. The acquisition of the NS gave the Southern its own route to Norfolk and allowed it to drop trackage rights over the SCL via Selma and Rocky Mount to the Virginia port city. The Fayetteville branch was also upgraded to handle Geeps along with the Belhaven branch. The Durham and Bayboro branches were eventually abandoned. Durham was on the Southern's line between Greensboro and Goldsboro, and the branch from Duncan to Durham was abandoned in stages with the Duncan to Bonsal section going first. A 1980

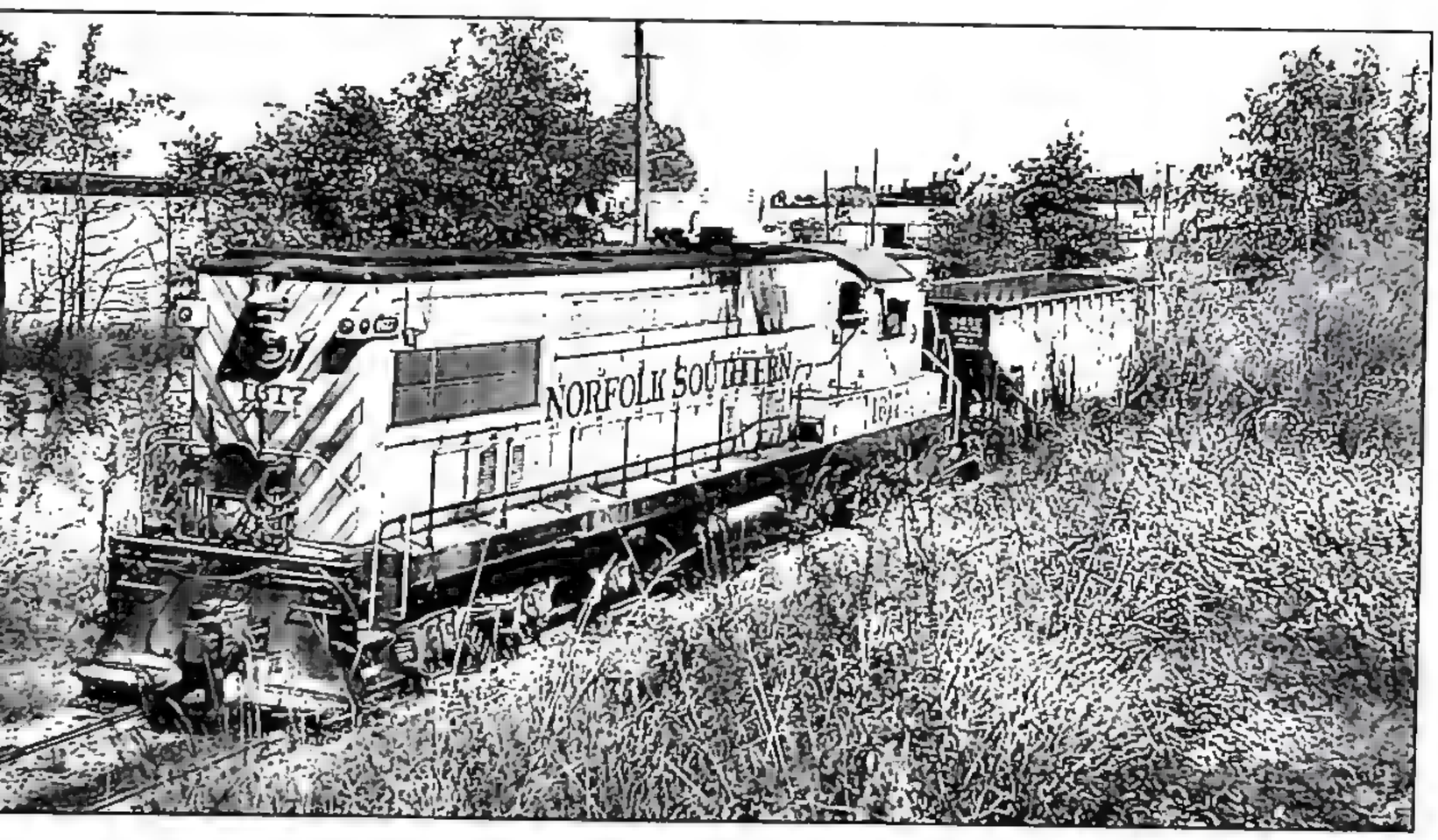


Southern employee timetable showed the East Durham-Bonsal part still in service, but this section was also abandoned in the early 1980s except for some trackage in Durham that was only recently removed. An interesting note in this abandonment was a line relocation because of the construction of Jordan Dam on New Hope Creek north of Bonsal — it was completed around the time of the merger. At least part of the relocation wasn't in vain, as several miles of the new line are operated today by the NRHS East Carolina Chapter as the New Hope Valley Railroad. The Bayboro branch had very little traffic and was abandoned in the late 1970s (see "The Railroads of Durham" in May 1995 R&R).

The NS roster went through some changes also. The 70-tonners and Baldwins were sold as soon as the light branches were either upgraded or abandoned — the GE's did get repainted into the Southern's "tuxedo" black scheme, though. One of the AS416s (1616) survives today at the North Carolina Transportation Museum in Spencer, and at least one of the 70-tonners is still around on the Laurinburg & Southern Railroad, although it is not in service. The Geeps were sent to the Southern's shops in Atlanta to get their low noses raised to match Southern's other Geeps. (This was not a popular decision with fans, who had wanted to see low nose Southern Geeps). The former-NS Geeps survived to become "Norfolk



"THE LOCOMOTIVES TIED UP AT FUQUAY-VARINA almost always seemed to be spotted just right for photographing," recalls author Sullivan, and he proves it with shots like this one of Baldwin 1615 there in November 1972. It worked even with action shots like the 1617 (**below**) at Fuquay-Varina taken one month earlier. The 1617 was NS's newest Baldwin.



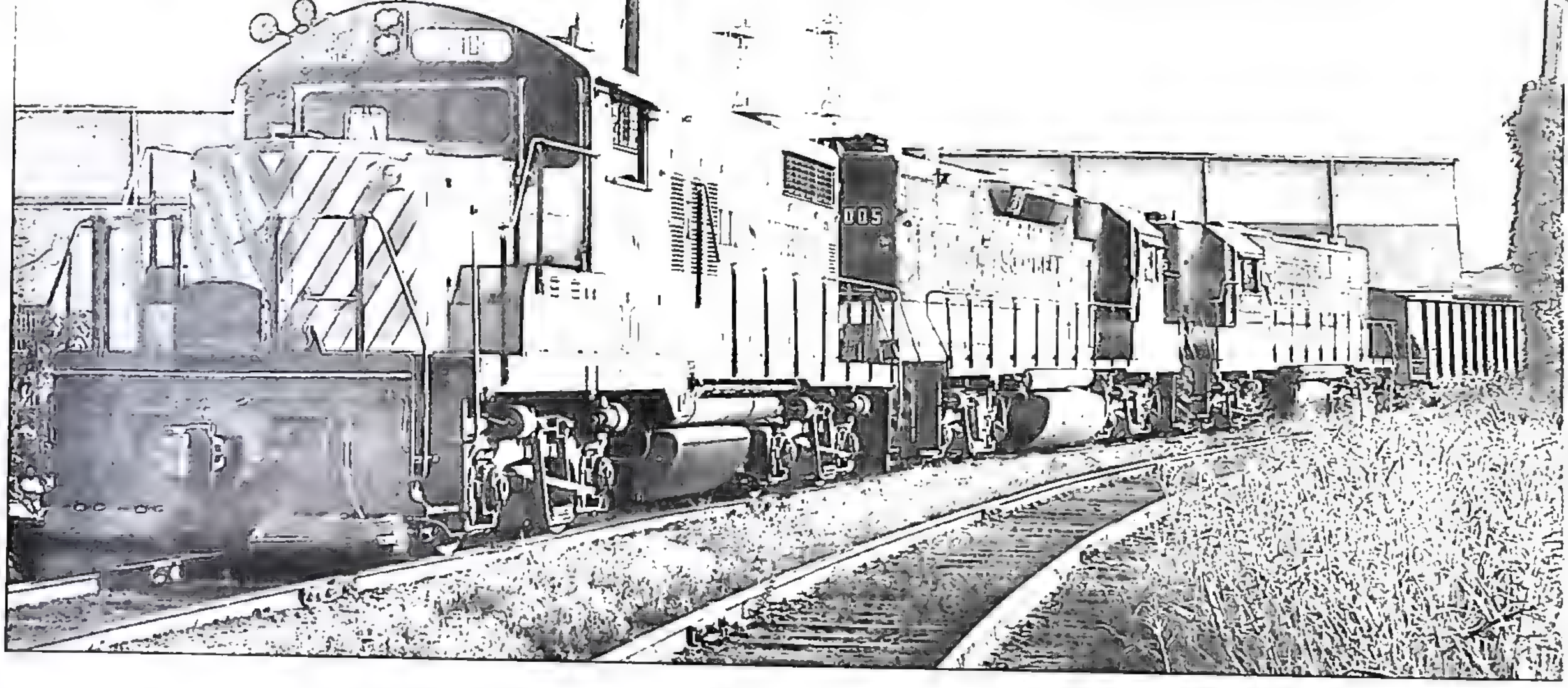
Southern" again after the N&W/SR merger in 1982.

Today the "new" Norfolk Southern system operates the central part of the old NS, including the main line from Mackeys to Gulf, the new Lee Creek phosphate line and the New Bern and Fayetteville branches. The Albemarle Sound trestle was removed after the N&W/SR merger and severed the old NS main probably for good.

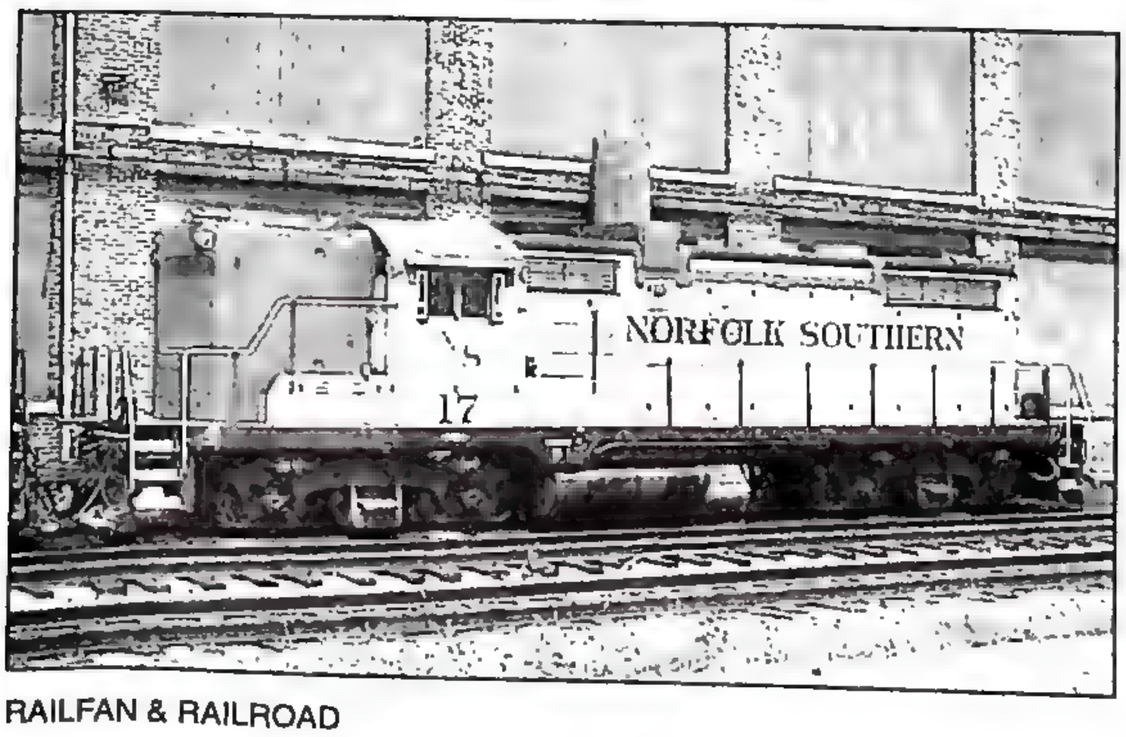
Short lines operate the rest of the surviving lines. The Chesapeake & Albemarle has the northern part of the old main line from Edenton to Norfolk. The Belhaven branch is now the Carolina Coastal Railway, and the Aberdeen, Carolina & Western operates the western portion of the main line from Gulf to Charlotte plus the Aberdeen branch. As many considered the Norfolk Southern Railway an overgrown short line, it is perhaps fitting that so much of the old NS is operated by short lines today.

Norfolk Southern Railway All-Time Diesel Roster

NSRy No.	Builder	Model	B/N	Dates	SRy No.	Notes
1-17	EMD	GP18	27772-27788	9-10/63	180-196	Rebuilt by SR with high short hood, long hood forward
701-703	GE	70-ton	30013-30015	6/48	701, 703	702 to Montpelier & Barre 30, 6/67; 701, 703 retired by SR 1978
661-663	Baldwin	DS4-4-660	73361, 2, 5	1, 1, 5/47	—	Retired mid-1960s
1001, 1002	Baldwin	DS4-4-1000	72832, 72833	1/46	—	Retrired mid-1960s
1501-1510	Baldwin	DRS6-4-1500	73487-73496	10/47-3/48	—	Retired mid-1960s
1601-1605	Baldwin	AS416	75237-75241	5-7/51	—	Retired mid-1960s
1606	Baldwin	AS416	75699	9/52	—	Retired upon SR merger
16-7-1610	Baldwin	AS416	75721-75724	9-10/52	—	Retired upon SR merger
1611-1613	Baldwin	AS416	75938-75940	1/54	—	Retired upon SR merger
1614, 1615	Baldwin	AS416	76037, 76038	5/55	—	Retired upon SR merger
1616, 1617	Baldwin	AS416	76112, 76114	12/55	—	Retired upon SR merger. 1616 to Spencer Shops Museum
2001, 2002	EMD	GP38	31782, 31783	6/66	2280, 2281	Rebuilt by SR with high short hood, long hood forward
2003, 2004	EMD	GP38	32308, 32309	10/66	2282, 2283	Rebuilt by SR with high short hood, long hood forward
2005-2007	EMD	GP38	32491-32493	6-7/67	2884-2886	Rebuilt by SR with high short hood, long hood forward



THE SOUTHERN RAILWAY MERGER of January 1, 1974, brought big changes to the little NS. GP18 N0.10 was leading a post-merger freight into Glenwood Yard in Raleigh (**top**), trailed by high-nose Southern GP38-2 5005 and GP38 2885, the latter being former-NS low-nose 2006. The two 70-tonners (**above**), shown at New Bern, survived on the branch for a while in SR colors. The low-nose NS EMD's got Southern high-noses like the 17 (**below left**) at Pegram Shop in Atlanta, resulting in units like the 190 (**below**), former NS 11.



W B FOLSOM

Hauling Sand Through Siouxland

by Bob Gallegos

Back when I was living in California, I would always plan my railfanning trips using the "choose a line in the Rand McNally" method of selecting a route. I would purposely choose a railroad that I had never seen photos of in any railroad publication. In terms of interest, I typically found that I would come up with more winners than losers. The Monongahela Railway in Pennsylvania and Burlington Northern's ex-Milwaukee Road main line through Aberdeen, S.D., were good examples of "winners" in that they were very interesting subjects. Good examples of losers were the Santa Fe's former "Orient" line and the UP's former MP/T&P El Paso line west of Odessa, Texas, both of which I followed for hundreds of miles without ever photographing, seeing or hearing a train.

So while planning a trip back in 1989 I noticed that there was a line labeled "D&I" which ran north out of Sioux City, Iowa. The line ran north through Sioux Falls, S.D., and onward to a dot on the page labeled "Dell Rapids" in the small italic type that Rand McNally uses to denote a railroad station name that might as well be called "Nowhere."

Since I was headed for Aberdeen, anyway, I decided to take a route following this line out of Sioux City. After asking a few railroaders at the BN yard where the D&I came into town, I found the yard in the old stockyard district next to several big piles of rock. There I found that the D&I actually did exist as a separate entity, and I soon realized that I had found one of the "winners."

What does "D&I" mean?

In the *Official Railway Equipment Register* there is a listing for the "D&I Railroad Co." with the reporting marks of DAIR. According to the listing, the railroad's general offices are on Phillips Street in Sioux Falls, and the railroad operates 138 miles of track using 13 locomotives. Additionally, the *Register* states that the railroad owns no freight cars. Interchanges are made with Burlington Northern Santa Fe at Sioux Falls and with BNSF, Union Pacific and Chicago, Central & Pacific at Sioux City, Iowa.

Sounds pretty boring, doesn't it? Obviously, the *Register* doesn't really tell the whole story. When I stumbled upon a pair of chop-nosed Geeps dressed in a UP-style paint scheme using black instead of the familiar Harbor Mist Gray along with a slightly darker yellow, the first thought that came to mind was "this is what UP's locomotives *should* look like." The crew had just boarded the units and was preparing to double over onto the rest of the short train. There would be a brief wait for a BN switch job just coming into the yard.

"What does D&I stand for?" I asked the conductor as he walked over to line a turnout.

"Dakota & Iowa, but we're owned by the rock company," he said motioning towards the L.G. Everist sign at the yard entrance.

I shot a few photos of the units next to the sign, hopped into my truck and followed the tracks into town. There I found the old CB&Q depot and set up for a shot. I also plotted my route all the way to Dell Rapids. This was the start of a great day of chasing.

THE D&I'S FIRST LOCOMOTIVE, former-UP high-nose GP9 148, had a road job southbound just below Dell Rapids on September 11, 1995, and the next day was southbound at Hudson, S.D. **(opposite top).** All the D&I Geeps except CB&Q GP20 931 were originally high nose and were rebuilt at the Dell Rapids shop upon purchase. The 6 was in the L.G. Everist yard at Sioux City **(opposite center)** alongside BN ex-NP GP9 1917 in January 1991. On September 6, 1995 **(opposite bottom)** the 1-Spot was southbound at Hawarden with over 110 cars.

In the beginning ...

The bankruptcy of the Milwaukee Road and its subsequent reorganization brought about many changes in the railroad scene of the upper Midwest. As the trustee of the Milwaukee looked for ways to make the railroad viable or salable, a large portion of the trackage was identified as excess. The general idea of this was to reduce the 10,000-mile railroad to a viable core system of about 3900 miles and then put it up for sale. A big chunk of this "excess" trackage was in South Dakota, and it included almost everything except a part of the Tacoma main line.

The axe fell in March of 1980 when the Milwaukee embargoed much of its system. Most of the railroad west of the Mississippi River and Minnesota ceased to operate under Milwaukee auspices. In South Dakota much of the Milwaukee trackage was purchased by the state as a measure to preserve vital rail service. Shippers banded

PHOTOGRAPHY BOB GALLEGOS

together to preserve their rail service by encouraging short line operators to lease lines from the state. Other shippers leased lines and began operating their own trains. The L.G. Everist Company was one of these shippers.

L.G. Everist operates quarries that supplied ballast to the Milwaukee, including a large pit at Dell Rapids, S.D., and a large gravel pit at Hawarden, Iowa. Upon the termination of the Milwaukee operations in March 1980, the company leased 151 miles of trackage from the Milwaukee and began operating its own trains. The leased lines included the one from Dell Rapids

THE 6 AND THE 1 were teamed up on a northbound in January 1991 and photographed at Hawarden (**top**) and crossing the Big Sioux River (**above**) on joint D&I-BN track at Sioux City. A 24mm wide angle lens gives South Dakota the look of the "Keystone State" (**below**) as a southbound job crossed the Big Sioux River in downtown Sioux Falls on September 6, 1995.

to Sioux City via Sioux Falls, Canton, Hawarden and Elk Point as well as the Canton, S.D., to Sheldon, Iowa, portion of the Milwaukee's "I&D" main line. During the summer of 1981 the state purchased the lines, and the D&I continued its operations.

Originally, L.G. Everist operated the lines as an extension of its pit operations. The railroad's main purpose was to forward unit ballast trains from Dell Rapids to the Milwaukee Road at Sheldon. According to Ted Schnepf's 1981 article in *The Milwaukee Railroader*, the magazine of the Milwaukee Road Historical Association, these trains operated about three times weekly. Other operations included an almost daily turn from the gravel pit at Hawarden to Sioux City

and an occasional run from Hawarden to Dell Rapids. Back then the track was in rough shape, and the trips took a long time. Power for this handful of trains was a pair second-hand UP Geeps, an SW900 from L.G. Everist and a pair of GP9s leased from the Milwaukee.

The D&I today

The D&I's main purpose is still hauling aggregates for its parent company. The road's customer base has changed since its start-up, however, as the Milwaukee Road is history. Also gone with the Milwaukee is the Canton to Sheldon line, which was Everist's main outlet to the Milwaukee when the D&I got started. The railroad now hauls ballast to its interchange partners at Sioux City and Sioux Falls with BNSF and the South Dakota State Railroad Authority being large users of Dell Rapids ballast.

Back in the days of the Milwaukee embargo, the D&I leased all of its trackage from the Milwaukee estate until the state consummated its purchase. Following the purchase, the state leased several portions of the line to the BN for operation, and the D&I gained trackage rights for its aggregate trains. This arrangement still exists, as the BN handles the general freight traffic between Sioux Falls and Canton and between Sioux City and Elk Point.

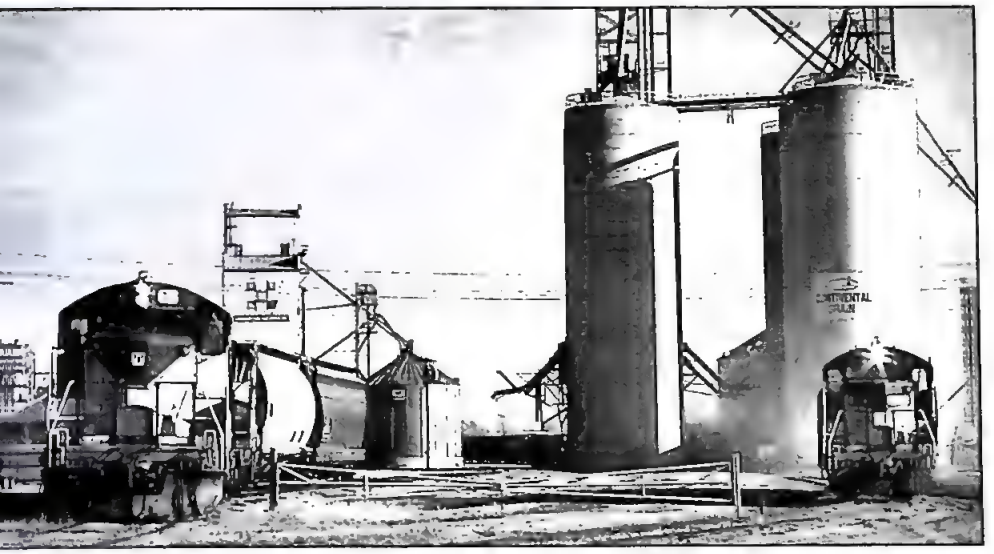
The D&I is the exclusive lessor/operator of the Elk Point to Canton segment and the owner of the Sioux Falls to Dell Rapids line. In addition to rock and gravel, the D&I hauls grain and general freight originating and terminating on this portion of the line. The D&I also picked up some additional grain traffic when it took over the operation of the state-owned ex-C&NW line from Hawarden west to Beresford. This line sees unit grain trains originating at the elevators at Beresford, Alcester and Hawarden.

Railfanning the D&I

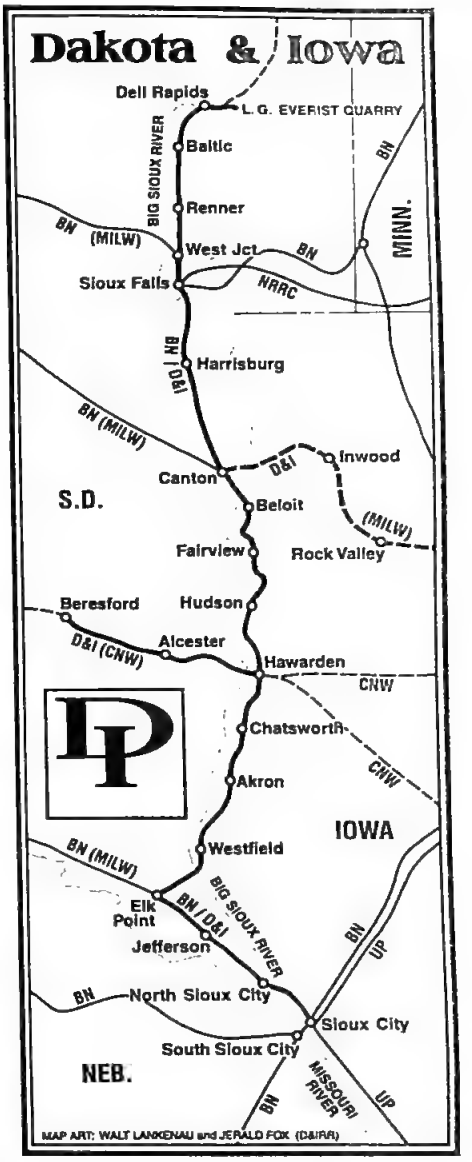
The D&I is one of the more interesting railroads that I have photographed, running through some of the most beautiful pastoral scenery that I've encountered. The trains are also impressive, as they can be well over 100 cars in the summer construction months. They're also colorful, as L.G. Everist has a ragtag fleet of several hundred cars including everything from yellow and orange 70-ton offset hoppers to relatively modern 100-ton former coal hoppers acquired second-hand. The line is mostly accessible, and the pace is a fairly leisurely 25 m.p.h. or less over most of the route. Let's follow a southbound loaded train.

Beginning at Dell Rapids, the line surrounds the western side of the L.G. Everist pit operation. While the quarry operation is off limits, there are several public roads from which photos can be taken. From the quarry on the northwest side of town the tracks angle southwest through a residential neighborhood past a grain elevator and across U.S. Highway 115. Just west of the highway the tracks curve south across a creek and begin heading up a hill to the south. This is a steep grade that offers some good action as the Geeps struggle with their 75+ car train. Once the tracks crest this grade, it's a fairly straight shot to the north side of Sioux Falls. The flat bottomlands of the Big Sioux River Valley offer several good photo opportunities of the train stretched out across the fields or cutting through some small communities. Most of this part of the line is reached via farm roads. I suggest printing out the maps from DeLorme's (the Gazetteer people) Street Atlas USA CD-ROM program.

Once the train reaches Sioux Falls, the tracks make a steep descent into the valley of the Big Sioux. The tracks cross the river immediately south of the falls and then cut just north of



THE NORTHBOUND ROAD JOB behind No.6 was working the state-owned former-C&NW trackage in Hawarden in January 1991 while the Hawarden Switcher, Geep No.5, idled on an adjacent grain elevator siding. The D&I operates the line eight miles west to Beresford, S.D.



RAILROAD

downtown where BNSF also joins the line. While the grade on the north side of the river is hard to reach, the twisting trackage through town makes for some interesting images. South of town the tracks cut through some recently developed suburbs as they wind their way up out of the valley. There are residential streets that roughly parallel the line through this area. The grade is steep, and the units will be down on their knees by the time they crest the hill about five miles south of town.

This section of trackage is relatively busy as BNSF currently uses the line between Sioux Falls and Canton as its main funnel for grain traffic moving to Mitchell and Aberdeen. This section is an engineer's challenge as it has a roller coaster profile and runs primarily across open fields. Many farm roads cross the line, and it's best to refer to your maps. BNSF can field several trains per day over this line during the grain rush with most traffic running west and north to the former Milwaukee Tacoma main line. It's a roundabout route, but it helps to alleviate the heavy traffic on the old GN line between Sioux City and Willmar, Minnesota. Add to this the D&I's two-to-four daily moves, and railfanning this section of line can be quite rewarding.

Canton is the "big" junction on the line. This is where the line crossed the Milwaukee's "I&D" line from Marquette, Iowa, on the Mississippi River, to Rapid City, S.D. This line has been severed on the far west end as well as between Canton and Sheldon, Iowa. Today, BNSF trains usually turn west towards Mitchell on the wye on the west end of town. BNSF also works the large elevator in town adjacent to the old Milwaukee Road depot.

Southeast of town the D&I crosses the Big Sioux River and follows the river fairly closely all the way to Sioux City. This is the most scenic section of the line, as the tracks are at the base of the bluffs along the river. Good photo locations include the bridge at Fairview and anywhere along the bluffs just to the south — the trick is getting to the tracks, as this part of the line is not graced with many road crossings. Here, County Road A54B follows the tracks south of Canton to Fairview. Once you get south of Fairview on County Road 143 it's about eight miles to Hudson, where the tracks come back into view. The line then follows State Highway 103 all the way to Hawarden. On the Iowa side of the river this becomes State Highway 10. It's all basically the same road with different numbers depending on where you are.

At Hawarden the railroad's only branch takes off to the west towards Beresford. This is a former C&NW line that used to run from Sioux City west towards Mitchell and points west. Today, the remainder of this roller coaster line is an important grain feeder to the D&I. Elevators at Beresford and Alcester originate upwards of 120 unit grain trains per year. Sometimes the D&I will keep a pair of Geeps at Hawarden to work the elevators on the branch. Add to this an L.G. Everist gravel pit on the north end of town (complete with its own SW8m switcher), and this makes Hawarden a relatively busy point on the D&I.

South of Hawarden the line continues down the valley of the Big Sioux hugging the base of the bluffs on the east side of the flood plain. There are many gentle reverse curves and a few dips and sags on this section of track. At Akron, you'll even find an old wood depot across from the elevator. Best of all, State Highway 12 (remember, you're in Iowa again) hugs the tracks all the way to a point just south of Westfield across the river from Elk Point. To get across the river to Elk Point you'll need to head west at Westfield to South Dakota State Highway 11.

The big railroad bridge across the river is virtually inaccessible, as it is treed-in, and there are no roads that get very close. The bridge is a through truss with several spans affording a low crossing of the riverbed. Southwest of the bridge the tracks head diagonally across the fields to the wye at Elk Point.

At Elk Point the scenery is like my first train layout: a flat sheet of plywood with some grass sprinkled on it. At the wye L.G. Everist has a facility for transloading various grades of gravel to trucks for local delivery. The rail-

L.G. EVERIST 13346 was built in December 1938 as Kansas City Terminal Winton-powered model NW number 61; it was rebuilt as an SW8m by EMD in 1952. Painted the same colors as the D&I units, it was working the Hawarden pit on September 7, 1995. On the previous day, Geep No.8 (**opposite top**) was backing in to pull the loads from the rock loader at the Dell Rapids pit. The road job behind No.9 (**opposite center**) eased past the heavy rebuild shop at Dell Rapids which services the D&I locomotives and the pit's trucks and machinery.

Dakota & Iowa Locomotive Roster

No.	Model	Ex-	Built	Acq'd.	Notes
1	GP9	UP 148	1954	1981	
2	GP9	UP 262	1955	1981	
3	GP20	BN 2019 (nee-GN 2019)	1960	1982	Conv. short hood forward 1993
4	GP9	Milw. 293	1959	1983	Sold Andesite Rock 4023, 1991
5	GP9	Milw.328	1959	1983	
6	GP9	Milw. 321	1959	1984	Sold Andesite Rock 4024, 1991
7	GP9	Milw. 323	1959	1984	
8	GP9	Milw. 303	1959	1984	
19	GP9	BN 1963 (nee-CB&Q 278)	1954	1985	
20	GP20	BN 2067 (nee-CB&Q 931)	1961	1987	
21	GP9	BN 1807 (nee-GN 734)	1959	1987	Conv. short hood forward 1993
22	GP9	BN 1901 (nee-NP 284)	1957	1987	
23	GP9	BN 1739 (nee-NP 301)	1957	1991	
24	GP9	BN 1882 (nee-NP 259)	1956	1991	
13477	SW8m	GN 61 (nee-KCT 61)	1938	1971	L.G. Everist unit; built as NW
13477	TMDT	Rhom & Haas "P"	1958	1990	Plymouth 40-ton; sold 1995

All Geeps (except CB&Q 931) were rebuilt at Dell Rapids with short hood after purchase.

road keeps a Geep based here for loading and unloading hoppers. Occasionally, the switcher will have to clear the east leg of the wye before a road freight can get through, as gravel is loaded right on the main line. The south leg of the wye is the BNSF line from Sioux City to Mitchell. BNSF also serves the big elevator in Elk Point as well as all of the customers on the line into Sioux City. The D&I has trackage rights on the line into town.

Between Elk Point and Sioux City the tracks head in a southeast direction paralleling Interstate 29 all the way into town. There are several exits where you can get off to shoot along the

main line, and several local streets follow the tracks here and there. The D&I does not serve customers along this part of the route, but the road does use a small yard for car blocking just behind the big Gateway 2000 Computer plant in North Sioux City. You can't miss these buildings; they are all painted like cows. About two miles east of the Gateway plant there is a bridge across the Big Sioux River where River Road and SD Highway 105 cross the river. From there the tracks hug the bluffs all the way to just short of downtown.

L.G. Everist has a gravel facility in the old Milwaukee Road yard just north of Business Route U.S. Highway 20 east of downtown. This yard is accessible from the southeast on some industrial roads which cross the east yard lead. Check a detailed city map or a DeLorme map printout for this one. U.S. 20 parallels the yard on an overpass over the many rail lines in this area. This is where D&I road freights tie up and where some of the rock and gravel is unloaded.

Current Operations

The D&I has a fleet of twelve chop-nosed Geeps, made up of ex-UP, BN and Milwaukee GP9s and two ex-BN GP20s. All the units but the ex-CB&Q GP20 (D&I 20) were built with high short hoods and received new chopped noses in the Dell Rapids shop. Two GP9s, D&I 4 and 6, were sold in 1991 to Andesite Rock in Henderson, Colorado.

Trains typically run on weekdays with one leaving each end of the line sometime between 7:00 and 9:00 a.m., depending upon how much terminal switching they have to do. Usually the rock traffic is heavy during the warmer months, and the grain traffic gets heavy in the winter. I've visited the railroad in the middle of winter and found some short gravel trains running behind a pair of Geeps. In contrast, this past September I followed a rock train from Dell Rapids that started with about 80 cars and at its peak was hauling over 150 hoppers. These trains look great snaking along the base of the bluffs south of Hawarden.

According to the railroad, the rock traffic tends to decline in the winter as construction and trackwork projects wind down. The crews keep working right through the slow construction season in the fall and winter months, since this is when grain traffic picks up.

The two road freights usually meet at Canton. If there's a grain train on the line, you'll hear the dispatcher set up the meet on the radio. The D&I uses 161.19 mHz for general operations and can also be heard on the BNSF road channel 161.100 mHz while on the joint trackage (BNSF has been realigning its radio frequencies, so this is subject to change).

Why not take a look....

As I mentioned earlier, the D&I is definitely a winner in terms of traffic and scenery. It's not in remote area, and there's plenty of gas and food along the way. (The supermarket in Dell Rapids has an excellent deli with some of the best fresh-baked bread I've had in years!) There's a lot of interesting railroading happening on the line, and there are enough trains to keep you occupied for a few days. Add to this the Class 1 action at Sioux Falls and Sioux City, and the whole area can easily keep you busy for a few days, especially during the grain rush.

Acknowledgment

I would like to thank Jerald J. Fox of the D&I Railroad for his assistance in preparing this article.

New motive power is again testing in the Berkshire Mountains

MAC ATTACK!

by Gary R. Schermerhorn

Well, Conrail has done it again. Another power change has invaded the ol' B&A. Only no one seems to be complaining too much this time.

During this early spring, frantic phone calls have been exchanged among B&A fans about these strange, new monster engines grinding up Washington Hill. Not only do these white-faced units sound and look different, they're performing miracles as well.

A pair of these "miracle machines" are said to have taken a 120-car freight train single-handedly over the west and east end grades of Washington Hill — something normally done successfully by four to six big GE's. Successfully done, that is, on a *good* day. "GE-Land" may never be the same.

Is the B&A being invaded by some sort of space invaders?

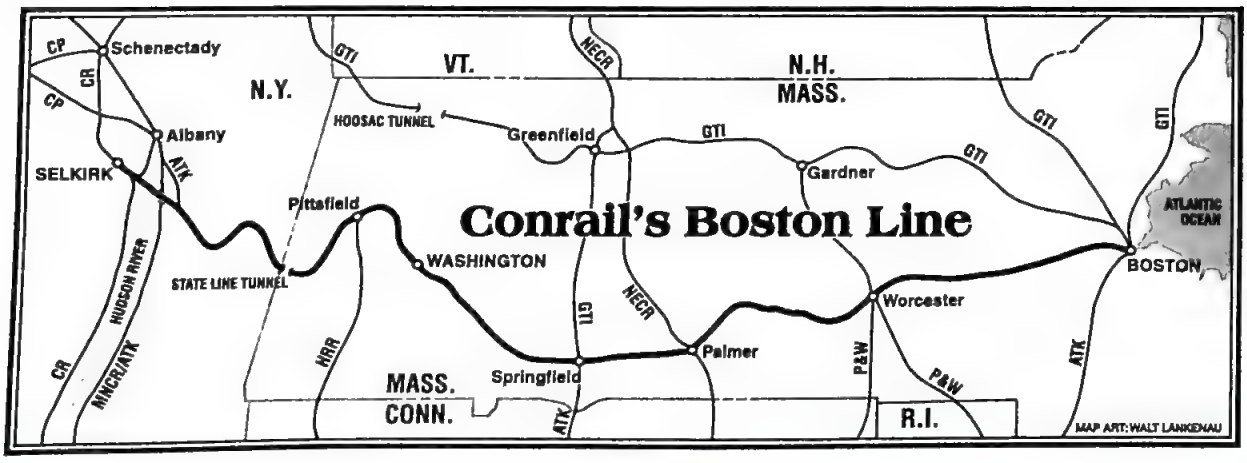
For all practical purposes, the new Conrail 5000-h.p. AC traction, $2 million apiece SD80MAC's from EMD *are* invaders to the GE dominated Boston & Albany line between Selkirk (Albany, N.Y.) and Boston. Beginning in mid-March of 1996, a lone pair of the big MAC's was assigned to the scenic Berkshire Mountain route; they were part of a 28-unit order that had begun to hit the Conrail property by late February. Two of the MAC's, 4106 and 4104, were assigned to the B&A for testing on Selkirk-Boston symbol freights SEBO and BOSE, among others. And the big MAC's have already brought ripples of new excitement to B&A fans.

On this hilly line that has been a steady GE stomping ground since the early 1980s, the new MAC's are about as out of place as Beavis and Butthead in reform school. The new units, with their sharp looking "white face" nose paint and enough muscle to tame over ten thousand tons of freight *anywhere* on the B&A, are receiving a motor-drive welcome from fans this spring.

Will all this new hi-tech muscle put the old home team C30-7a's and loveable "hunchback" C32-8s out of a job on the B&A? I wouldn't bank on it. At least not right away.

For now, these London and La Grange invaders are most likely just visiting. With any luck though, maybe Conrail will like their performance enough to invite the whole family of them to the B&A.

But, hey. Those old GE's look like they need a vacation, anyway.



4104
4104
CONRAIL
QUALITY

WITH AN AWESOME 20,000 HORSEPOWER on the point, the Selkirk-Boston SEBO-6 howled up to the west portal of State Line Tunnel (**above**) on April 6, 1996. Computer problems on one of the SD80MAC's had prompted the dispatcher to hijack the 4104 and 4103 off westbound BOSE-5 to assist the ailing 4106 and 4102 over the hill with 77 loads and seven empties (9,088 tons). With the units off BOSE-5 on the rear, the 4106 and 4102 (**right**) backed through Chatham Village to pick up their eastbound train, which had been left west of town. The SEBO-6 was then photographed (**below**) on Englishman's Curve at East Chatham.

PHOTOGRAPHY: GARY R. SCHERMERHORN

OLD MEETS NEW on the B&A on March 16, 1996 as the westbound LASE-6 behind C30-7A's gets the first crack at Selkirk Yard, running around SD80MAC's 4104 and 4106 on the BOSE-6 as they wait at CP-SK just east of Selkirk. It was the needs of the yardmaster and not any motive power considerations that caused this particular maneuver. The huge flared radiators of the waiting MAC's was very much in evidence (**bottom**) on the BOSE-6 set as the LASE-6 rumbled into the yard. The B&A saw a lot of testing and "de-bugging" of the Monster MAC's during March and April of 1996.

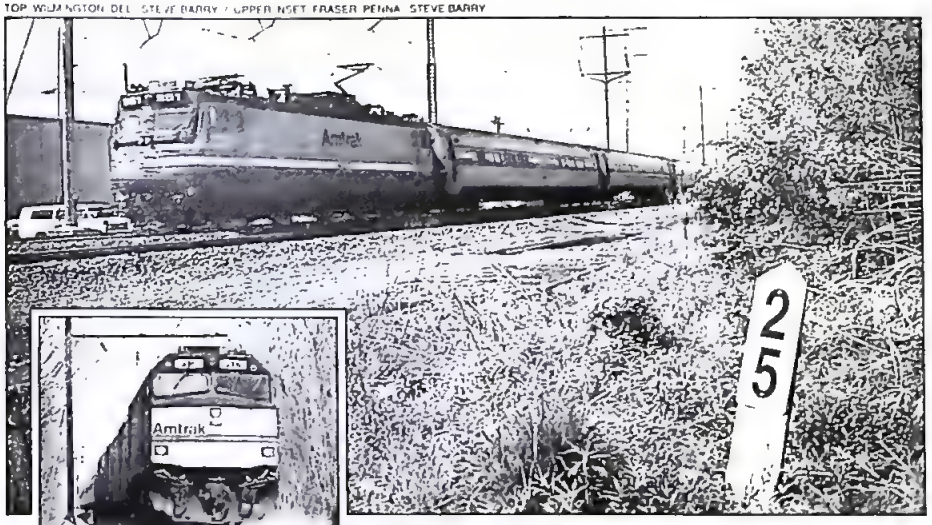
THE SD80MAC's have some very "un-EMD-like" lines and lumps to their carbodies, particularly as viewed from the rear. From the front, though, they present the now-familiar image of EMD's FP45-inspired angled windshields, as amply demonstrated (**page 57**) by the 4104 leading the BOSE-7 through East Chatham, N.Y., on March 27, 1996. Getting his first glimpse of an SD80MAC, one railfan marveled that the first thing he noticed "different" was "all those huge radiators coming at me." He'd completely missed the white bow wave and mask on the blue paint job! Whether the MAC's remain on the B&A is yet to be determined, but as with the experimental Lima "A-1" 2-8-4 of 1925 which also tested there — and adopted their name for an entire wheel arrangement — the Berkshire Mountains have once again been a part of motive power development history.

The colorful NORFOLK SOUTHERN

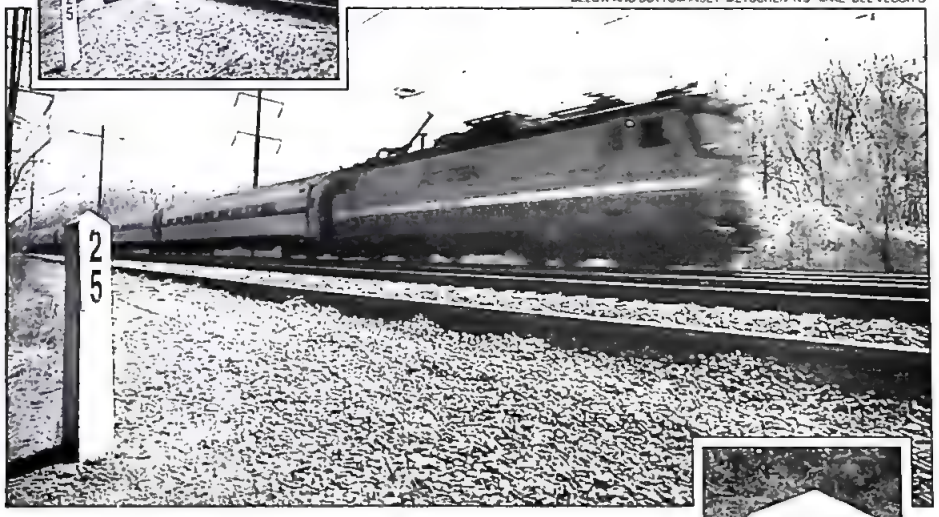
PHOTOGRAPHY KODACHROMES / JOHN F. SULLIVAN

NORFOLK SOUTHERN RAILWAY motive power was always more colorful than today's Thoroughbred namesake — witness the spectacular Baldwin AS416 1613 working Glenwood Yard in Raleigh (**above**) in April 1968 alongside a GP18 set in the "new" colors, which were introduced on them in 1963. DS4-4-660 663 (**left**), at Raleigh in July 1966, was one of a handful of Baldwin switchers (three DS4-4-660s and two DS4-4-1000s) on the NS that didn't survive to get the new colors. Long-lived 70-tonner 703 (**below left**), used on the New Bern branch, was at Chocowinity, N.C., in August 1971; two of the three 70-tonners lasted long enough to receive Southern Railway black and gold. AS416 1617 (**below**) was wearing the new colors at Fuquay-Varina in October 1972. In February 1973, GP38 2002 was leading GP18 No.1 and and AS416 (**bottom**) in the Raleigh yard. The colorful era ended with the ⊂

TOP WILMINGTON, DEL., STEVE BARRY / UPPER INSET, FRASER, PENNA., STEVE BARRY



BELOW AND BOTTOM INSET, METUCHEN, N.J., MIKE DEL VECCHIO



Amtrak at Milepost 25

As a relative newcomer to railfanning (despite a life-long interest in railroading, I was still basically clueless until about 1980), my total experience with inter-city rail passenger service has been with Amtrak. I can't compare the "grand old trains" to today's Amtrak service on a first-hand basis. My earliest rail trip (excluding excursions, tourist operations and one childhood trip from Philadelphia to New York on the PRR) was in 1974 when my high school senior class went from Wilmington, Delaware, to Orlando, Florida, on a pretty awful early Amtrak train. The coach was either too hot or too cold, and the smoke-choked lounge wasn't much better. I wouldn't be surprised if no one else from my class has ridden a train since.

Despite that rocky start, I became something of an Amtrak fan. I have probably spent more time photographing the electrified Northeast Corridor than most fans, and on trips to anywhere else in the country I am almost always by the tracks when Amtrak is due to pass. Early on I made my peace with the F40s, finding them worthy subjects to photograph in their own right. I wonder if I had seen cab units on passenger trains if I would feel the same about F40s.

As an Amtrak fan, I had to find a way to properly celebrate its 25th Anniversary on May 1, 1996. Somewhat influenced by the title of Karl Zimmerman's book on Amtrak's first decade *Amtrak at Milepost Ten*, I decided that an action photo of an Amtrak train passing milepost 25 would be the appropriate celebration. A quick check of employee timetables showed that there were *four* mileposts that should have a "25" on them within a couple of hours from the R&R office. There were two on the Northeast Corridor — 25 miles south of New York and then again 25

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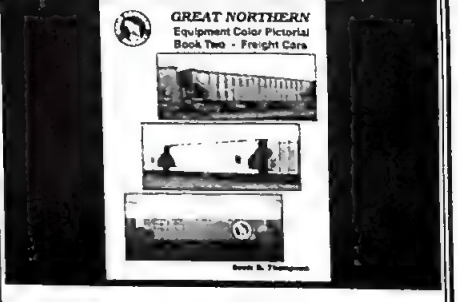

Four Ways West
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miles south of Philadelphia. Also, the Hudson Line north of New York and the Harrisburg Line west of Philadelphia also had appropriate mileposts. Mike Del Vecchio thought the idea was kind of neat, so on May 1st we headed for different milepost 25s.

The first milepost I went in search of was located on the Northeast Corridor between Edge Moor and Landlith in Delaware according to the employee timetable, so I knew it had to be somewhere near the Wilmington Shops. I was a little dismayed that the actual post was located directly across the tracks from the shop's main office building, not the most inconspicuous place to shoot. Rather than cross the tracks (never a good idea on the Corridor) I drove around to a dead-end street opposite the shops and waded through ankle-high garbage and lots of weeds to get to the tracks. I was rewarded with an eastbound train within a few minutes (top photo, **page 61**), and wound up shooting four trains in about 40 minutes before I was noticed by shop personnel. Firmly believing that running away is the better part of valor, I left before the shot became more trouble than it was worth.

With half the day still left, I headed for the Harrisburg Line's milepost 25, which according to the timetables was between Frazer and Glen (east of Downingtown, Pa.). As it turned out, MP 25 was located at a "flying junction" with the east and west passenger mains separated by freight tracks that eventually duck under the westbound passenger main. Along the eastbound track was a new milepost, while the original PRR milepost was along the westbound track. (Incidentally, on both the Corridor and Harrisburg lines Amtrak has added reflectorized numbers to the original PRR cast iron posts.)

The demise of the *Broadway Limited* has arguably been the greatest train loss of the recent Amtrak era. It was thus ironic that the train I shot passing milepost 25 (top inset, **page 61**) on the Pennsy's Broad Way was the *Three Rivers*, the replacement for the *Broadway*. Even with 25 years under its belt, Amtrak still has had to make tough decisions to survive.

Meanwhile, Mike had found milepost 25 on the Northeast Corridor 25 miles south of New York, a few hundred yards east of the Metuchen, N.J., station (bottom photo and inset, **page 61**). Mike spent a mid-morning hour there and got seven Amtrak and almost as many NJ Transit moves, plus a late-running eastbound Conrail ME-70 (Metuchen-Oak Island, mostly auto parts, and one of the very few regularly scheduled freights still on the Corridor). Somewhat reflective of Amtrak's rags-to-not-quite-riches history, the east-facing side of the post was covered with graffiti, while the west side was clean and shiny. It was only after Mike and I got back to the office and compared notes that we realized that we photographed trains passing the only three milepost 25s on lines actually owned by Amtrak (the fourth is on Metro-North's Hudson Line near Tarrytown).

A lot of people didn't think Amtrak would get this far. Happy birthday, Amtrak, and in another 25 years I'll be at mileposts somewhere around Princeton Junction, N.J.; Northeast, Md., or Gap, Pennsylvania — S.B.

The 1996 Cover One contest

It's time for the ninth annual Cover One photo contest, in which a lucky winner gets to see his or her shot gracing the front cover of R&R, not to mention collecting a $200 cash prize. One Second Place winner will get $100, and a selection of Runners-Up will get $50 each. Additionally, the First and Second Place photographers will be featured in WE'D LIKE YOU TO MEET... .

There is no "theme" for 1996 — any rail subject taken at any time of the year is fair game. Remember, though, that the number one criteria for selecting the winner is bright, vivid, smacking, stunning, wonderful color. The front cover is our biggest selling tool, so we need a bright and colorful image. Also, images should fit our cover's "full bleed" vertical format — the photo must fill the cover on all four sides — with room for the R&R banner across the top and the UPC bar code in the lower left corner. Oh yeah, the photo must be colorful, too.

There is no limit on the number of photos that can be entered, but we generally choose only one winner per entrant (although there have been exceptions). Slides and prints are eligible, and your name must appear on *each* submission. Include your address, phone number and caption information inside your package. Prints sized somewhere in the 8×10 to 11×14 range work best, and they should *not* be mounted on a board. Slides should be sent in plastic pages, and both prints and slides should be securely packaged between cardboard stiffeners. Packages should be firm and flat — do not send boxes of slides in paper envelopes. All entries should contain return postage and packaging.

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The deadline for submissions is Tuesday, September 3rd, the day after Labor Day. Good luck — S.B.

CONRAIL EXPRESS

Introducing Conrail Express

The large room was full of laughter after Conrail short line liaison Wayne Michele proclaimed that "Conrail realizes that it's not very good at customer service!" The room full of people consisted of representatives of each of New Jersey's short line railroads during a summer 1995 meeting of the New Jersey Short Line Managers Association. The quote, referring to customers on Conrail's light density lines, was made during Wayne's presentation introducing the initial concepts of a plan to better serve them. These were the seeds of what would eventually become "Conrail Express," a program officially unveiled to a gathering of short line owners on April 25, 1996, in Philadelphia.

Conrail wants to partner itself with short lines that would provide friendly and reliable service to customers, while Conrail would handle the support functions like billing, marketing and car tracing, etc., while Conrail would provide better service to the partner short line. Conrail's press release describes the program as "establishing a

next month in RAILFAN & RAILROAD

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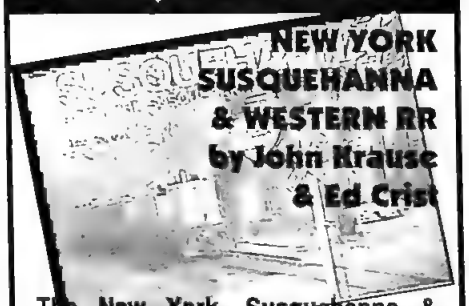

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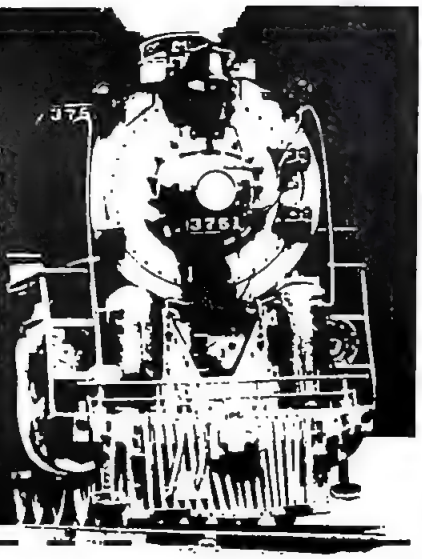

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feeder system, similar to the manner in which major airlines serve smaller markets through commuter airlines ... designed to coordinate the efforts of Conrail and short line operators more closely than ever before ...".

A total of 17 short lines signed up initially, including the Maryland & Delaware; the Mid-Michigan; New England Central; the Depew, Lancaster & Western; the Nittany & Bald Eagle and the Reading, Blue Mountain & Northern.

Of course, Conrail isn't going to pay the short line as much to deliver the car as it would if the customer were already served by the short line, in most cases. But the cost savings in paperwork and in delivering cars that the short line wouldn't be delivering otherwise, Conrail hopes, will be worth it to the smaller road.

Many short lines owners left the meeting excited, and a few were skeptical. Conrail branch line crews don't like the idea at all, as it means more lost union jobs.

Meanwhile, part of the deal is that Conrail will paint one locomotive from each short line blue with the new white herald (**page 63**) and short line sublettering. The first unit being painted is a U23B for the RBM&N, and the DL&W is considering sending an Alco RS11. Who would have thought that in 1996 Juniata shops may actually paint an RS11 Conrail?

The Conrail Express experiment shows innovative thinking that may save branch line trackage that otherwise wouldn't be worth hanging on to. The industry will be watching this one.

Mike

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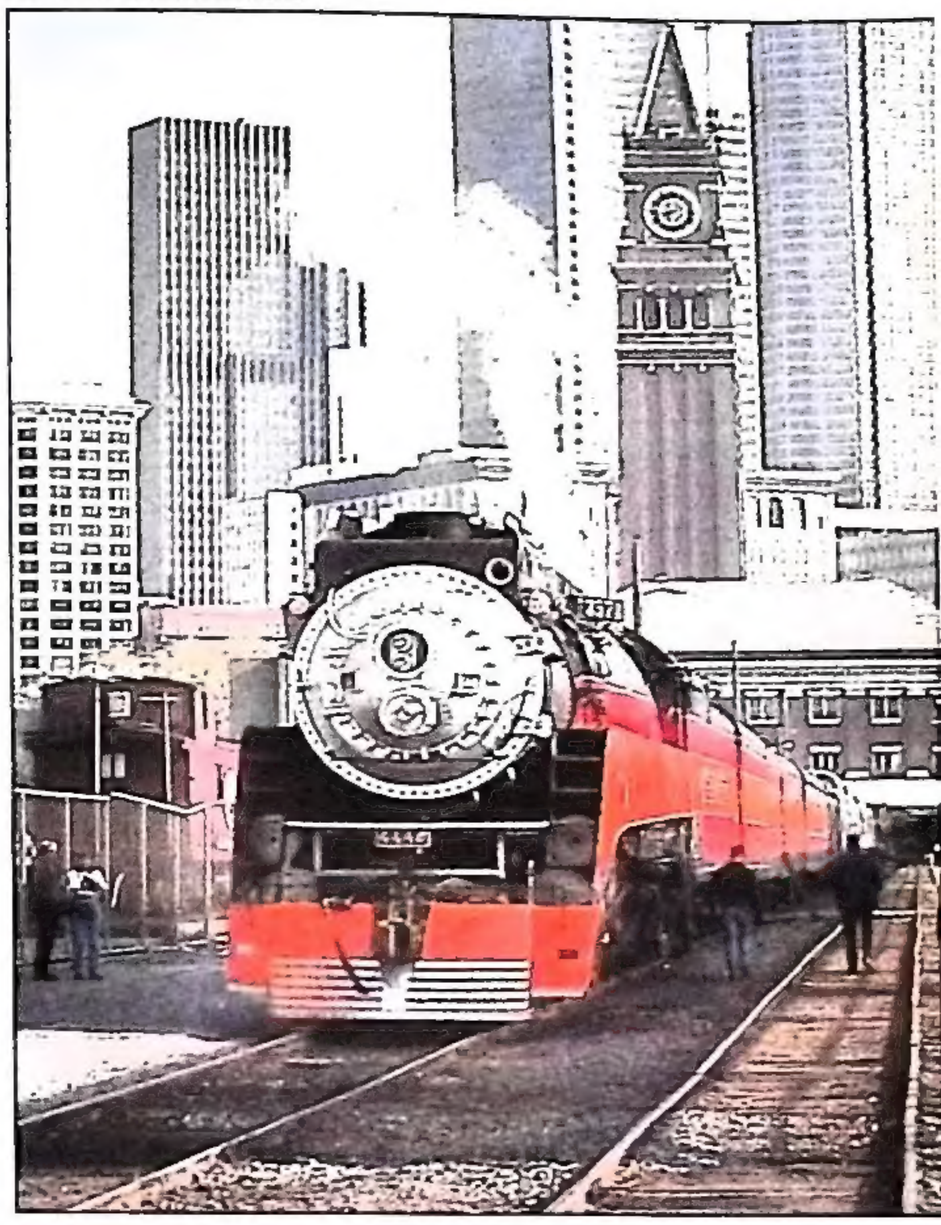
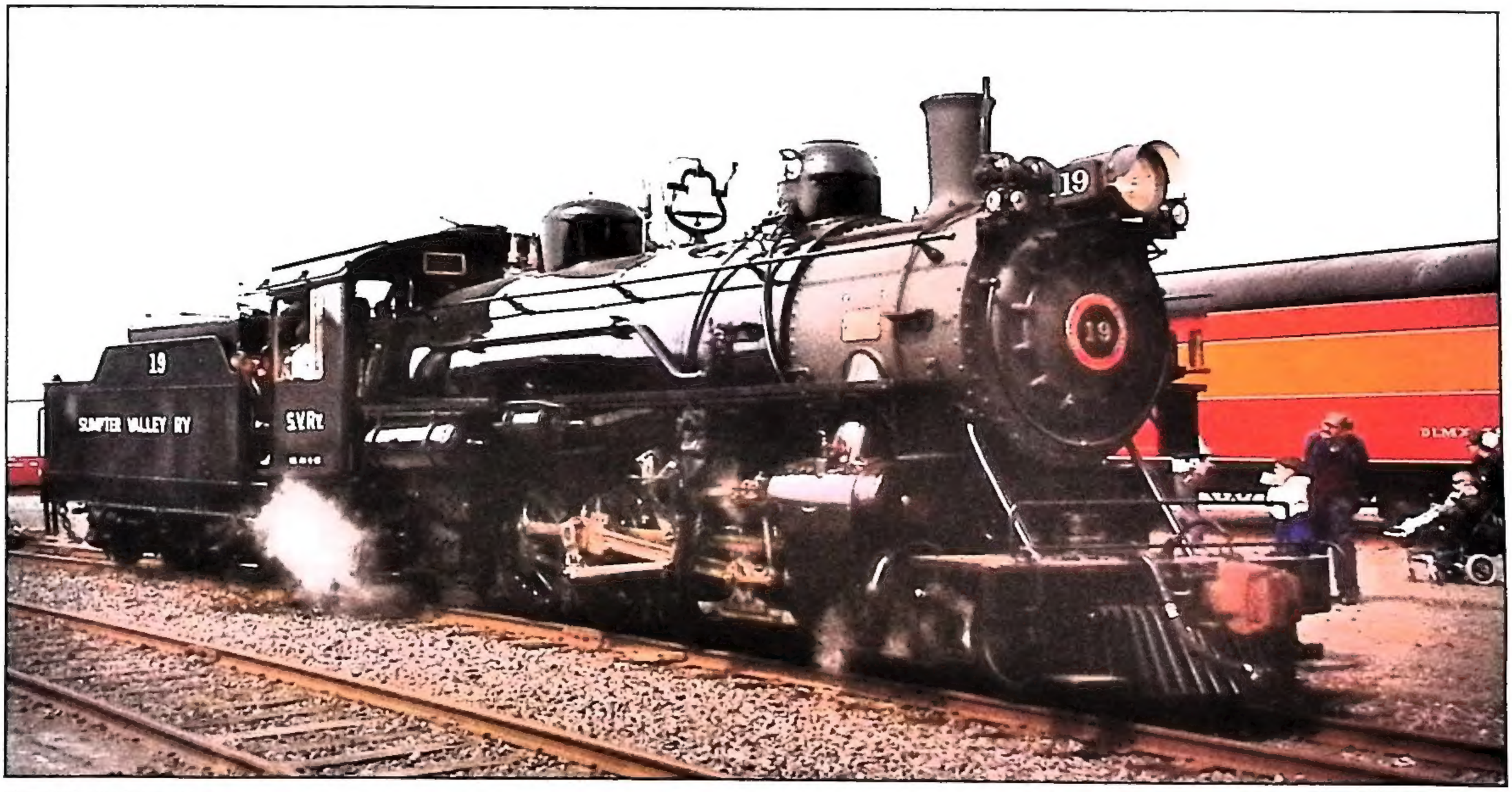
KODACHROME: STEVE BROWN



KODACHROME: GLENN MONHART

THE CITY OF PORTLAND, OREGON, celebrated the 100th Anniversary of Union Station with a big three-day bash May 10-12, 1996, that featured several impressive railroad displays. In preparation of the event, the city-owned Southern Pacific *Daylight* 4-8-4 4449 pulled a round trip excursion between Portland and Vancouver, British Columbia, over Burlington Northern Santa Fe trackage between May 4-9. Operating two days in each direction, plus two days on display in Vancouver, this was 4449's first major main line passenger-pulling since 1992. Heading north (**above**) on May 5th, 4449 passed the ferry boat at Edmonds, Washington, along Puget Sound, and later crossed the bridges over Steamboat Slough near Marysville, Washington (**bottom**). The excursion overnighted at Seattle each way, and just arrived there (**right**) on May 8th. The new kid displayed during the Centennial celebration was Sumpter Valley Railroad three-foot-gauge 2-8-2 No.19, shown (**below**) on May 11th. See page 40 for more Portland coverage.



PANORAMIC PRINT: JOSEPH DERENZO

COLOR PRINT: GLENN MONHART

KODACHROME: STEVE BARRY, LUMEDYNE LIGHTING by KERMIT E. GEARY JR., FRED JONES and STEVE BARRY

BALTIMORE CHAPTER NRHS sponsored a railfan special on the West Virginia Northern on April 27, 1996. NW2 No.50 posed with an evening work train at WVN's engine house in Kingwood.

THE GRAND TRAVERSE will operate lunch and dinner trains around the Traverse City, Michigan, area using two former-GN F7s and SP articulated diners (**right**). For details see ON THE MENU.

FUJICHROME: MARK W. ANDERSEN

VIA's *CANADIAN* turned back at Jasper, Alberta, on April 14, 1996, when a mud slide blocked the westward route to Vancouver. F40PH's 6449 and 6445 negotiated the wye at Jasper (**below**).

FUJICHROME: DAVID J. MERIDEW

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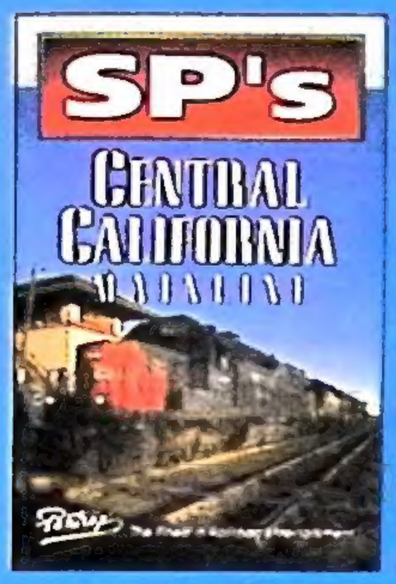

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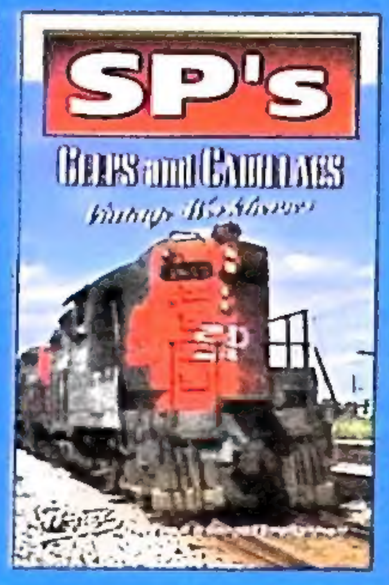

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